



## *Edward Forged Steel Valves*



*Experience In Motion*



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### **References to Related Brochures**

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Cast Steel Valves	EVENCT0002
Nuclear Application Valves	EVENCT0004

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695Y		41	54	• 2095Y		65,66	71,72	• 7595			65,66	71,72	66225	51		
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• 792Y		41,42,45	54,55	• 3914Y		75,76,84		• 12011Y			61,62	67,68	• 66270	50		
794Y		41	54	• 3916		75		• 12011BY			61,62	67,68	• 66274	50		47
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• 829	28			• 3917Y		75,76		• 12511BY			77,78		66279	53		
832	34			• 3992Y		81,82,86		• 14311Y			48,49	58,59	96124	54,62		
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• 847	29			• 4002		50,51	60,61	• 15008				19	96178	56		
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• 849Y	31			• 4007		50,51	60,61	• 15108				19	96268	55		
• 858	30			• 4007Y		50,51	60,61	• 15114				19	96274	56		
• 868	32		40	• 4014		46,47	56,57	• 15118				19	96278	56		
• 868Y	32		40	• 4014Y		46,47,55	56,57	16004			67		DXXXXX	60,61,62		
• 869	32			• 4016		46	56	16008			67		DXXXXX	60,61,62		
• 869Y	32			• 4016Y		46	56	16014			67		DCXXXX	60,61,62		

• These valves can be constructed for nuclear service.

Note: See "References to Related Brochures" chart in the Table of Contents to locate figures that do not appear in this brochure.



## Edward Valves Availability Chart

### Edward Forged Steel, Globe, Angle, and Check Valves

Description	Pressure Rating <sup>1,2</sup>	Size <sup>2</sup>	Ends	Page
Globe Stop Valves	ASME 600(110)*	½(15) thru 2(50)	Flanged	28
	ASME 800(130)	¼(6) thru 2(50)	Threaded, Socket	31
	Series 1500	½(15) thru 2(50)	Threaded, Socket, Flanged	36,37
Univalve Globe Stop Valves	ASME 1690(290)* ASME 2680(460)* ASME 4500(760)	½(15) thru 4(100)	Threaded, Socket, Buttwelding	42,48,54
Hermavalue Globe Stop Valves	ASME to 1690(290)*	½(15) thru 2-½(65)	Socket, Buttwelding	64-67
Blow Off Stop Valves	ASME 300(50), 400(68) & 600(110)	1-½(40) thru 2-½(65)	Socket, Flanged, Buttwelding	22-25
	ASME 1500(250) & 2500(420)		Socket, Buttwelding	26
Hydraulic Stop Valves	5,000 PSI CWP 10,000 PSI CWP	¼(6) thru 2(50)	Threaded, Socket, Flanged	57
Globe Stop-Check Valves	ASME 600(110)*	½(15) thru 2(50)	Flanged	29
	ASME 800(130)	¼(6) thru 2(50)	Threaded, Socket	32
	Series 1500	½(15) thru 2(50)	Threaded, Socket, Flanged	38,39
Univalve Globe Stop-Check Valves	ASME 1690(290)* ASME 2680(460)* ASME 4500(760)	½(15) thru 4(100)	Threaded, Socket, Buttwelding	43,49,55
Piston Check Valves	ASME 600(110)*	½(15) thru 2(50)	Flanged	30
	ASME 800(130)	¼(6) thru 2(50)	Threaded, Socket	33
	Series 1500	¼(6) thru 2(50)	Threaded, Socket, Flanged	40
PressurCombo	ASME 1690*, 2680* & 4500	½(15) thru 4(100)	Socket, Buttwelding	59-62
Univalve Piston Check Valves	ASME 1690(290)* ASME 2680(460)* ASME 4500(760)	½(15) thru 4(100)	Threaded, Socket, Buttwelding	44,50,56
Hydraulic Check Valves	5,000 PSI CWP & 10,000 PSI CWP	¼(6) thru 2(50)	Threaded, Socket, Flanged	58
Ball Check Valves	ASME 800(130)	¼(6) thru 2(50)	Threaded, Socket	34
	Series 1500			41
Strainers	ASME 800(130) & Series 1500	¼(6) thru 2(50)	Threaded, Socket	63
Flanged Univalve	Class 1500(260)	½(15) thru 2(50)	Flanged	35
Univalve Angle Stop, Stop-Check and Check Valves	ASME 1690(290)	½(15) thru 4(50)	Socket, Buttwelding	45-47
	ASME 2680(460)			51-53
Continuous Blowdown Valves	ASME 1925	1(25) thru 4(100)	Socket, Buttwelding	27
Nuclear Valves	Thru ASME 2500(420)*	to Size 32(800)	Buttwelding	See Nuclear Catalog

Note: See "References to Related Brochures" chart in the Table of Contents to locate valves that do not appear in this brochure.

1. See 3.2 Pressure Ratings in the Technical Information section of this brochure for definition of various pressure ratings available.

2. Metric equivalent values for ratings and sizes are in parentheses.

\*These valves can be constructed and supplied for nuclear service.

## Edward Valves Availability Chart

### Edward Cast Steel Gate, Globe, Angle and Check Valves

See Edward Cast Steel Valve Catalog for detailed information (EVENCT0002)

Description	Pressure Rating <sup>1,2</sup>	Size <sup>2</sup>	Ends	Page
<b>Bolted Bonnet Globe and Angle Valves, Stop and Stop-Check (Non-Return) and Bolted Cover Piston Check</b>	ASME 300(50)	2-½(65) thru 12(300)	Buttwelding or Flanged	26, 28, 30
	ASME 600(110)*	2-½(65) thru 69(150)		35, 38, 41
<b>Pressure Seal Bonnet Globe and Angle Valves Stop and Stop-Check (Non-Return)</b>	ASME 600(110)*	8(200) thru 14(350)	Buttwelding or Flanged	35, 38
	ASME 900(150)*	3(80) thru 24(600)		46, 47, 50, 51
	ASME 1500(260)* & 2500(420)	2-½(65) thru 24(600)		59, 60, 63, 75, 79, 80, 81, 82
<b>Pressure Seal Cover, Piston Check Valves</b>	ASME 600(110)*	8(200) thru 14(350)	Buttwelding or Flanged	42
	ASME 900(150)*	8(200) thru 24(600)		52
	ASME 1500(260)* & 2500(420)	2-½(65) thru 24(600)		65, 66, 81, 82
<b>Equiwedge® Gate Valves</b>	ASME 600(110)* & 900(150)*	2-½(65) thru 32(800)	Buttwelding or Flanged	37, 38, 48, 49
	ASME 1500(260)* & 2500(420)	2-½(65) thru 24(600)		61, 62, 77, 78
	ASME 3600	16(400) thru 24(600)	Buttwelding	88, 89
<b>Flite-Flow® Globe Valves, Stop and Stop-Check (Non-Return)</b>	ASME 300(50)	3(80) thru 16(400)	Buttwelding or Flanged	27, 29
	ASME 400(68)	3(80) thru 4(100)		32, 33
	ASME 600(110)*	3(80) thru 32(800)		36, 40
	ASME 700(120)	6(150) thru 32(800)		43, 44
	ASME 900(150)*	6(150) thru 16(400)		47, 51
	ASME 1100(190)	3(80) thru 4(100)		55, 56
	ASME 1500(260)* & 2500(420)	3(80) thru 24(600)		60, 64, 76, 80
	ASME 1800(310) & 2900 (490)	3(80) thru 4(100)	69, 70, 84, 85	
	ASME 2000(340)	12(300) thru 14(350)	Buttwelding	72, 73
	ASME 3600	16(400) thru 24(600)		87, 90
	Series 4500	4(100) thru 10(250)	Buttwelding or Flanged	92, 93
<b>Flite-Flow® Piston Check Valves</b>	ASME 300(50)	2-½(65) thru 16(400)	Buttwelding or Flanged	31
	ASME 400(68)	3(80) thru 4(100)		34
	ASME 600(110)*	3(80) thru 32(800)		42
	ASME 700(120)	3(80) thru 4(100)		45
	ASME 900(150)*	3(80) thru 16(400)		54
	ASME 1100(190)	3(80) thru 4(100)		57
	ASME 1500(260)* & 2500(420)	3(80) thru 24(600)		67, 82
	ASME 1800(310) & 2900 (490)	3(80) thru 4(100)		71, 86
	ASME 2000(340)	12(300) thru 14(350)		74
	ASME 3600	16(400) thru 24(600)	Buttwelding	91
	Series 4500	4(100) thru 10(250)	Buttwelding or Flanged	94
<b>Tilting Disk Check Valves</b>	ASME 600(110)*	6(150) thru 20(500)	Buttwelding	42
	ASME 900(150)*, 1500(260)* & 2500(420)	2-½(65) thru 24(600)		53, 68, 83
	Class 4500(760)	6(150) & 8(200)		95
<b>Nuclear Valves</b>	Thru ASME 2500(420)*	to Size 32(800)	Buttwelding	See Nuclear Catalog
<b>Special Application Valves</b>	Thru ASME 2500(420)	to Size 18(450)	As Required	58

Note: "References to Related Brochures" chart in the Table of Contents to locate valves that do not appear in this brochure.

\*These valves can be constructed and supplied for nuclear service.

1. See 3.2 Pressure Ratings in the Technical Information section of this brochure for definition of various pressure ratings available.

2. Metric equivalent values for ratings and sizes are in parentheses.

## Edward Description of Figure Number System

### Special Material Suffixes

<b>CF8C</b>	Cast 18-8 stainless steel (type 347) body and bonnet. Parts in contact with line fluid either cast or forged 18-8 stainless steel or equivalent.
<b>CF3M</b>	Cast 18-8 stainless steel (type 316L) body and bonnet. Parts in contact with line fluid either cast or forged 18-8 stainless steel or equivalent.
<b>CF8M</b>	Cast 18-8 stainless steel (type 316) body and bonnet. Parts in contact with line fluid either cast or forged 18-8 stainless steel or equivalent.
<b>C5</b>	Cast chromium molybdenum (5 chromium ½ molybdenum) Grade C5 alloy steel body and bonnet. Trim of equal or higher grad alloy steel.
<b>F11</b>	Body and bonnet of forged chromium molybdenum (1-¼ chromium, ½ molybdenum) Grade F11 alloy steel.
<b>F22</b>	Body and bonnet of forged chromium molybdenum (2-¼ chromium, 1 molybdenum) Grade F22 alloy steel.
<b>F91</b>	Body and bonnet of forged chromium molybdenum (9 chromium, 1 molybdenum) Grade F91 alloy steel.
<b>F316</b>	Body and bonnet of forged Type 316 stainless steel.
<b>F316L</b>	Body and bonnet of forged Type 316L stainless steel.
<b>F347</b>	Body and bonnet of forged Type 347 stainless steel.
<b>F347H</b>	Body and bonnet of forged Type 347H stainless steel.
<b>LF2</b>	Forged carbon steel material on which Charpy impact tests have been performed on forging heat to determine low temperature properties.
<b>WC1</b>	Cast carbon molybdenum Grade WC1 body and bonnet.
<b>WC6</b>	Cast chromium molybdenum (1-¼ chromium, ½ molybdenum) Grade WC6 alloy steel body and bonnet.
<b>WC9</b>	Cast chromium molybdenum (2-¼ chromium, 1 molybdenum) Grade WC9 alloy steel body and bonnet.
<b>WCB</b>	Cast carbon steel Grade WCB body and bonnet.
<b>WCC</b>	Cast carbon steel Grade WCC body and bonnet.
<b>C12A</b>	Cast chromium molybdenum (9 chromium, 1 molybdenum) alloy steel body and bonnet.

### Special Feature Suffixes

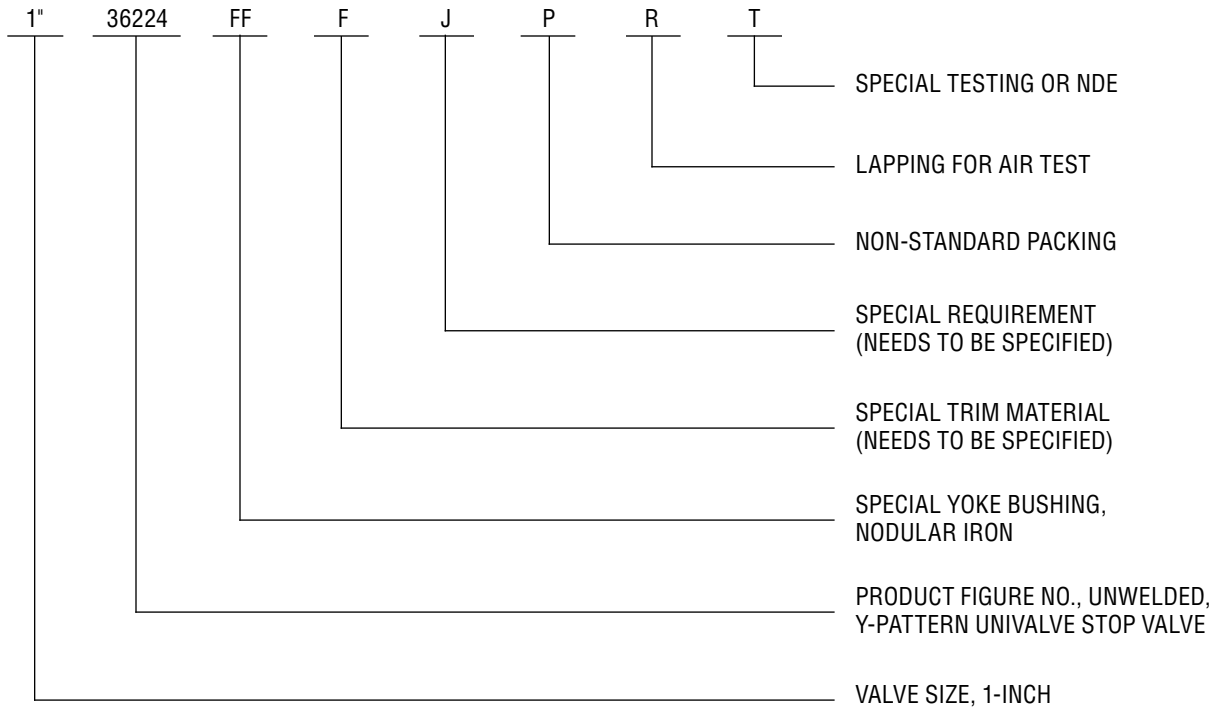
<b>A</b>	Special body only — body pattern alterations not required. Flanges on forged valves not normally supplied with flanges. On socket end forged steel valves the inlet and outlet ends are different.
<b>B</b>	Venturi pattern body.
<b>C</b>	Locking devices consisting of padlock and chain.
<b>CD</b>	Locking devices, indicator type.
<b>DD</b>	Equalizer external.
<b>DDI</b>	Equalizer internal.
<b>E</b>	Permanent drain, hole in disk or groove in disk face.
<b>F</b>	Special trim material: used to designate special disk material, special stem material, or inconel spring in check valves.
<b>FF</b>	Special yoke bushing material, such as Austenitic Nodular Iron.
<b>G</b>	Bypasses on all types of cast steel valves
<b>H</b>	Spur gear operation.
<b>HH</b>	Bevel gear operation.
<b>HHL</b>	Valveless bevel gear actuator but with actuator mounting equipment.
<b>J</b>	Any unclassified special.
<b>K</b>	Throttle disk or skirted disk.
<b>L</b>	Impactor operated. Used now only to indicate impactor handwheel or handle on valves not regularly furnished with impactor.
<b>LD</b>	Impactorgear or Impactodrive.
<b>M</b>	Motor actuated.
<b>ML</b>	Valve less actuator but with motor actuator mounting equipment.

<b>MM</b>	Cylinder/diaphragm actuated. Either hydraulic or pneumatic.
<b>MML</b>	Valve less cylinder/diaphragm actuator but with actuator mounting equipment.
<b>N</b>	Body drilled and tapped or socketed for drains, with or without nipple, with or without drain valves.
<b>P</b>	Non-standard packing of all types.
<b>PL</b>	Plastic lined.
<b>Q</b>	Non-standard bonnet gaskets or gasket plating.
<b>R</b>	Special lapping and honing and gas testing (recommended for valves on high pressure gas service).
<b>S</b>	Smooth finish on contact faces of end flanges
<b>T</b>	Critical service requiring special testing and/or NDE.
<b>UF</b>	Unfinished ends
<b>W</b>	Stellited seat and disk. Suffix not used for valves that are cataloged as having stellited seat and disk as standard.
<b>X</b>	Ring joint facing on body end flanges.
<b>Y</b>	All welding ends either socket or butt. Suffix not used for valves where figure number designates welding ends as standard, such as Fig. 36224 and 66228 for example.
<b>T1</b>	ASME Section III Class 1 compliance.
<b>T2</b>	ASME Section III Class 2 compliance.
<b>T3</b>	ASME Section III Class 3 compliance.
<b>T4</b>	ASME Section III compliance without "N" stamp.
<b>T5</b>	Nuclear safety related-10CFR21 invoked.



## Edward Description of Figure Number System

### Example



### XX

1 Alpha Digit Prefix Indicates Design Revision if Applicable.

2 Alpha Digits Indicates Style of Pressure Combo Valve.

### XXXXX

3-5 Digits Figure Number

### (XXX)

3-4 Digits Body Material Designation

### XXXXXXX

1 or more Digits As Required Suffixes (See List)

*Unless otherwise specified when ordering*

*Edward valves, the standard material of construction for Forged products is A105 Carbon Steel, and for Cast products is A216 Grade WCB Carbon Steel.*

See the Edward Description of Figure Number System on page 8 for the letter suffixes used to indicate variations from standard construction, or special features (Ex. 618K, 7506 [WC6]Y, and 847 AH.)

When two or more suffixes follow a figure number a definite suffix sequence is to be used.

The sequence is:

- 1) Special material (if applicable)
- 2) All other applicable feature suffixes in alphabetical order. Except T1-T5 which are listed last.



## ***High Performance for Critical Service***

Temperatures that can exceed 1000°F. Pressures surpassing 10,000 psi. In critical service conditions, you can't take chances. You don't just meet standards, you exceed them. That's how Flowserve Edward forged and cast steel valves have become the specified choice for power plants, process facilities, and other high-temperature, high-pressure services.

### **Conservative Design**

Flowserve Edward Valves takes a conservative approach to valve design. We meet all applicable codes and standards, but we go beyond that...with finite element stress analysis of critical areas and rigorous proof testing. Edward valves are built to take punishment!

And our extensive testing has also allowed us to develop extremely high flow efficiencies in all our valves.

You'll find other unique design advantages on our various product lines, such as our Equiwedge gate valves, with a two-piece wedge gate assembly that adjusts automatically to any angular distortion of the body seats. And many other design features, now considered industry "standards," started on the drawing boards at Flowserve.

### **Precision Manufacturing**

Edward Valves also exceeds industry standards on the factory floor. Our forged valves are produced on a fully automated line, with CNC machining centers providing precise process control. And we maximize cast steel quality by producing our valve body castings using a directional solidifi-

cation process from patterns designed by our own technicians. This process assures high strength void free castings for uncompromised quality.

Even with the most advanced equipment, we feel our people make the real difference at Flowserve. Our production personnel have an average 20 years in the industry, and 15 years with Flowserve! This exceptional experience level allows us to achieve an extra degree of precision that can make a very real difference in the field.

Finally, it's our people, along with our procedures for quality assurance and lot-traceability, that have earned Flowserve Edward Valves the ASME N stamp, certifying our Raleigh, North Carolina manufacturing facility for nuclear-service valve production.

### **Lower Total Costs**

Those tough standards have carried over into every valve we manufacture. Whether it is for nuclear service or not, we design and build our valves to last at least 40 years. That means not only are they tough, but they are designed with easy maintenance in mind.

Considering the cost of valve failure, Flowserve Edward Valves quality is clearly worth specifying. That's been true since 1904, when the first Edward valve was made.

Today, as industrial companies become increasingly aware that operating expenses are part of total cost, the choice becomes both more clear and more critical than ever.



### ***Designed With an Eye on Your Bottom Line***

In-house computer-aided design and finite-element method capabilities give our engineering staff powerful tools to develop reliable valves for critical service applications. CAD generated graphic models undergo FEM analysis to determine that stresses are within acceptable limits. Dynamic simulation of valve operation also helps assure reliability of Edward valve performance.

Prototyping is just as important, and rigorous proof testing is a mainstay of Edward valve design. Before we approve a valve for production, we put it through hundreds, even thousands, of cycles to demonstrate that performance and sealing integrity will be maintained in service. Transducers relay data from test assemblies to computers for further analysis.

Laboratory simulation of critical services includes a steam generator and superheater, designed for 2700 psi and 1050°F. This flexible system allows testing of prototype valves under both low pressure and high pressure conditions. In addition to prototype testing, this system has been used for applications such as: friction and wear tests of valve trim materials in hot water and steam environments; qualification tests of new or redesigned valves; and proof testing of new valve gaskets and valve stem packings.

Before we make the first production unit, that valve has already been through a rigorous program to assure long life, simple maintenance, and dependable performance for the lowest cost over the life of the valve. Again, people play important roles in design. The Flowserve product engineering department pools well over 200 years of valve experience.





### ***Testing Beyond Code Requirements***

At Flowserve Edward Valves, quality assurance starts with meeting code requirements. Valves are manufactured to ANSI B16.34 (Standard, Limited and Special Classes), including standards for:

- Minimum wall thickness of valve body.
- Body, bonnet and body-bonnet bolting to specified ASTM material standards.
- Hydrostatic shell testing at 1.5 times the 100°F rating of the valve.

From there, Flowserve Edward Valves goes on to exceed the code, with higher test standards and an additional battery of tests performed on every type of valve we make, using in-house test facilities and personnel to assure expert quality control. Edward Valves' quality assurance program includes:

#### **Non-Destructive Examination**

- All NDE personnel are qualified in accordance with ASNT-TC-1A guidelines.
- All castings are visually examined per MSS SP-55.
- The first five body castings from every pattern are 100% radiographed to verify casting quality.

#### **Hydrostatic Testing**

- The seat-leakage criteria — no visible leakage for forged steel and 2ml/hour/inch of nominal valve size for cast steel — are stricter than the allowed leakage rate of MSS SP-61, which is 10ml/hour/inch of nominal valve size.
- Seat-leakage test is performed at 110% of 100°F rating.

#### **Statistical Process Control**

Requirements are clearly stated and measurements are taken to determine conformance to those requirements. "Quality" equals conformance to requirements.



#### **Welding**

All personnel and procedures are qualified in accordance with ASME Boiler and Pressure Vessel Code, Section IX.

#### **Additional Standard Tests for Specific Valves**

Includes heavy-wall examination on large body castings.

We have only listed a few of the Flowserve Edward Valves standard tests that exceed industry requirements. Also, Edward Valves has the facilities and the expertise to meet additional quality-assurance standards, as required for the application.



## A History of Firsts

Feature	Benefit
Body-guided disks on globe and angle valves	Minimize wear and ensure alignment for tight sealing.
Integral Stellite hardfaced seats in globe and angle valves	Permit compact design and resist erosion.
Hermetically sealed globe valves with seal-welded diaphragms	Prevent stem leakage in critical nuclear plant applications.
Equalizers for large check and stop-check valves	Ensure full lift at moderate flow rates, and prevent damage due to instability.
Compact pressure-seal bonnet joints	Eliminate massive bolted flanges on large, high-pressure valves.
Qualified stored-energy actuators	Allow quick-closing valves in safety-related nuclear plant applications.
Qualified valve-actuator combinations	Used in main steam and feed-water service throughout the world.
Stainless steel spacer rings on gate valves, fitted between wedge halves	Simplify service. Damaged valve seats can be restored to factory fit by in-line replacement with slightly thicker ring.
Unique two-piece, flexible wedges on gate valves	Automatically adjust to any angular distortion of body seats. Shape provides greater flexibility. Assure dependable sealing and prevent sticking.
Impactor handwheels and handles	Allow workers to generate several thousand foot-pounds of torque, thus ensuring tight shutoff of manually operated globe and angle valves.
Inclined-bonnet globe valves with streamlined flow passages	Minimize pressure drop due to flow.
Globe valves available with both vertical and inclined stems	Provide stem designs suited to any installation.
Live-loaded pressure energized PressurSeat® for globe valves	Globe valve design for high pressure drain and vent service.

## Miscellaneous Technical Data

### Edward Technical Articles

Number	Title
EVAWP3000	A Hermetically Sealed Valve for Nuclear Power Plant Service
EVAWP3001	Development of the Edward Equiwedge Gate Valve
EVAWP3003	Nuclear Containment of Postulated Feedwater Linebreak
EVAWP3004	Quick-Closing Isolation Valves – The Equiwedge Alternative
EVAWP3005	Valve Clamp Ring Stress Analysis
EVAWP3006	Univalve Evolution – Another Advance
EVAWP3007	The Type A Stored Energy Actuator – Development and Qualification
EVAWP3008	Model for Check Valve/Feedwater System Waterhammer Analysis
EVAWP3009	Minimizing Use of Cobalt and Strategic Materials in Valves
EVAWP3010	Asbestos-Free Stem Packing for High Temperature Valves
EVAWP3011	Quick-Closing Equiwedge Isolation Valves Global Qualification
EVAWP3012	Avoiding Aluminum Nitride Embrittlement in Steel Castings for Valve Components
EVAWP3013	Quick Closing Equiwedge Isolation Valves Global Qualification
EVAWP3014	Tests of Asbestos-Free Stem Packings for Valves for Elevated Temperature Service
EVAWP3015	Design Basis Qualification of Equiwedge Gate Valves for Safety-Related MOV Applications
EVAWP3016	Flow Performance, Stability and Sealability of Piston Lift and Tilting Disk Check Valves
EVAWP3017	Edward Cast Steel, Pressure-Seal Valves: Research and Development
EVAWP3018	Pressure Locking and Overpressurization of Double Seated Valves
EVAWP3019	Check and Stop-Check Valves for High Turndown Applications
EVAWP3020	PressurCombo
EVAWP3021	Hermavalve-A Zero Emissions Valve

Copies of the above Technical Articles are available upon request, or at [www.flowserve.com](http://www.flowserve.com).

### Sources for Additional Information

For further guidance on selection, shipping and storage, installation, operation, and maintenance of valves, readers are referred to the following documents:

MSS Valve User Guide  
MSS SP-92

Available from:

Manufacturers Standardization Society of  
the Valve and Fittings Industry, Inc.  
127 Park Street N.E.  
Vienna, Virginia 22180

Aging and Service Wear of Check Valves  
Used in Engineering Safety-Feature  
Systems of Nuclear PowerPlants

Nureg/CR-4302

Ornl-6193/V1

Operating Experience and Failure Identification

Available from:

Superintendent of Documents  
U.S. Government Printing Office  
P.O. Box 37082  
Washington, D.C. 20013-7982

And from:

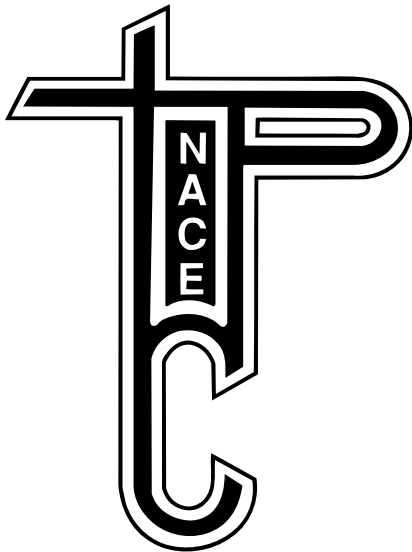
National Technical Information Service  
Springfield, Virginia 22161  
EPRI Report No. NP 5479

Application Guidelines for Check Valves  
in Nuclear Power Plants

Available from:

Electric Power Research Institute  
Research Reports Center  
P.O. Box 50490  
Palo Alto, CA 94303

## Special Application Valves



### NACE VALVES

(NATIONAL ASSOCIATION OF CORROSION ENGINEERS)

Flowserve Edward Valves can provide valves constructed of materials that meet NACE standard MR-01-75 for sour service.

This standard entitled "Sulfide Stress Cracking Resistant Metallic Materials For Oil Field Equipment" covers material requirements for production, drilling, gathering and flow line equipment used in hydrogen sulfide bearing hydrocarbon service.

### SPECIAL TRIM

Flowserve Edward Valves provides a standard valve trim that is compatible with the valve body chemistry, pressure class, operating temperature, and fluid. However, on application special trim materials to meet specific customer needs can be provided. Edward also can provide cobalt-free trim for nuclear applications.

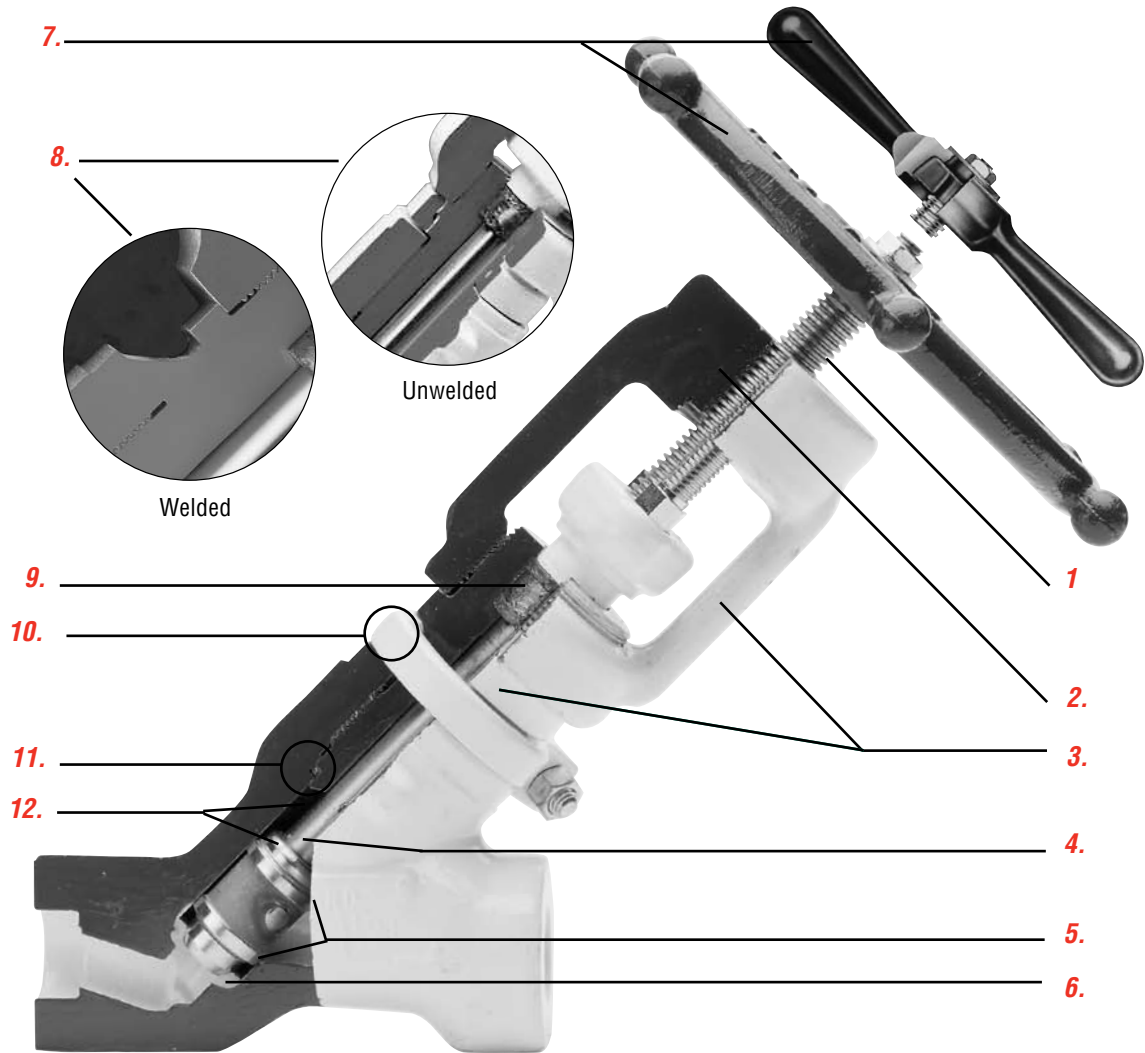
- Cobalt Based Alloy 6
- Cobalt Based Alloy 21
- Iron Based Alloy
- Nickel Based Alloy
- Austenitic stainless steel
- Martensitic stainless steel
- Precipitation hardened stainless steel
- Super alloy steel

### NON-STANDARD ENDS

Most Edward forged and cast steel valves can be provided with welding ends or flanged ends (small forged valves with threaded or socket weld ends also). On special order non-standard ends can be furnished to meet specific customer requirements. A partial list of available options include:

- GRAYLOC® hubs.
- Special flange facings.
- Non-standard end-to-end lengths — most Edward valves are manufactured to ANSI B16.10 criteria; however, non-standard ends are available as a special order.
- Venturi ends.
- Flanged by buttweld.
- Blank ends.
- Others as required.

## Features and Description of Edward Univalve® Globe Valves



1. **Stem** has ACME threads, is ground to a fine finish and is hardened to resist wear.
2. **Yoke bushing** material has low coefficient of friction which substantially reduces torque and stem wear and eliminates galling. Mechanical upset locks yoke bushing to yoke.
3. **Yoke-bonnet assembly** is two piece to facilitate disassembly for faster in-line internal repairs.
4. **Inclined stem** construction and optimum flow shape minimizes flow direction changes and reduces pressure drop.
5. **Body-guided disk** utilizes anti-thrust rings to eliminate misalignment, galling and stem bending.
6. **Integral hardsurfaced seat** provides positive shutoff and long seat life.
7. **Handwheel** on smaller size valves is rugged and knobbed to provide sure grip even when wearing gloves. Impactor handle or handwheel on larger, higher pressure valves provides many times the closing force of an ordinary handwheel for positive seating.
8. **Threaded bonnet** has ACME threads for resistance to galling and ease of disassembly. Unwelded models utilize a graphitic gasket for dependable sealing. Welded models employ a fillet weld (canopy weld on stainless steel valves) for absolute protection from body-bonnet leakage.
9. **Stem packing system** utilizes flexible graphite packing material with carbon fiber anti-extrusion rings for optimum sealability and life.
10. **Bonnet locking collar** (unwelded valves only)
11. **Bonnet seal ring** is die formed flexible graphite gasket seated to a prescribed bonnet torque to provide reliable bonnet seal.
12. **Integral backseat** provides a secondary stem seal back up for positive shutoff and leak protection.



## Part Specification List for Edward Univalve®

This is not a complete list. Construction and materials will vary between sizes and pressure classes and may be changed without notice. For a complete, accurate, and itemized description of a particular valve, contact your Flowserve Edward Valves sales representative.

Description	ASTM No.	ASTM No.	ASTM No.	ASTM No.
<b>Body</b>	A-105 —	A-182 Grade F-22	A-182 Grade F-316/F-347*	A-182 Grade F91
<b>Bonnet</b>	A-696 Grade C	A-739 Grade B-22	A-479 T-316/347	A-182 Grade F91
<b>Stem</b>	A-479 T-410CL3	A-479 T-410CL3	A-638 Grade 660	A-638 Grade 660
<b>Disk</b>	A-732 Grade 21	A-732 Grade 21	A-732 Grade 21	A-732 Grade 21
<b>Body Seat</b>	Stellite 21	Stellite 21	Stellite 21	Stellite 21
<b>Junk Ring</b>	—	—	A-732 Grade 21	—
<b>Packing Rings</b>	Flexible Graphite System	Flexible Graphite System	Flexible Graphite System	Flexible Graphite System
<b>Gland</b>	A-668 Grade 4140	A-668 Grade 4140	A-182 Grade F6a	A-668 Grade 4140
<b>Gland Adjusting Screw</b>	A-582 T-416	A-582 T-416	A-582 T-416	A-582 T-416
<b>Yoke</b>	A-181 Class 70	A-181 Class 70	A-181 Class 70	A-181 Class 70
<b>Yoke Bushing</b>	B150 Alloy C61900 or C62300	B150 Alloy C61900 or C62300	B150 Alloy C61900 or C62300	B150 Alloy C61900 or C62300
<b>Yoke Bolt</b>	A-307 Grade A	A-307 Grade A	A-307 Grade A	A-307 Grade A
<b>Yoke Nut</b>	A-563 Grade A	A-563 Grade A	A-563 Grade A	A-563 Grade A
<b>Handwheel/Impactor Handle Adapter</b>	Malleable or Ductile Iron	Malleable or Ductile Iron	Malleable or Ductile Iron	Malleable or Ductile Iron
<b>Stem Nut/Washer</b>	Mild Steel Plated	Mild Steel Plated	Mild Steel Plated	Mild Steel Plated
<b>Bonnet Seal Ring**</b>	Flexible Graphite	Flexible Graphite	Flexible Graphite	Flexible Graphite
<b>Bonnet Insert†</b>	A-582 T-416	A-582 T-416	A-479 T-316	A-582 T-416
<b>Locking Collar†††</b>	Carbon Steel	Carbon Steel	Carbon Steel	Carbon Steel
<b>Spring††</b>	A-313 T-302	A-313 T-302	A-313 T-302	INCONEL X-750

Parts shown above are not applicable to all Univalve® valves.

\* Other Stainless grades available on application.

\*\* Used in unwelded and Class 4500 welded design only.

† Class 4500 welded design only.

†† Check valves only.

††† Unwelded valves only.

# Edward Forged Steel Valves Feature Body-Guided Disks

- Body Guided Disks Prevent Side-Thrust and Eliminate — 1. Stem galling & binding  
2. Disk-seat misalignment and damage 3. High operating torque**

Valve disks are guided by rings that fit snugly within the body bore and ensure perfect disk-and-seat alignment despite the side thrust of modern high velocities and high pressure-differentials. This protects the stem and its contact points; eliminates galling, scoring, bending and the high operating torque resulting from these abuses. Because they eliminate disk wobble and ensure alignment of disk with seat, they also provide more dependable closing and longer disk, seat and body life.

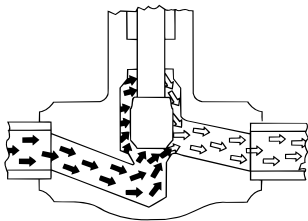
**Double Duty for Lower Bearing** - The lower ring not only serves as a highly efficient anti-side thrust bearing but serves too, as a “flow director.” Its snug fit within the bonnet bore reduces by 90% the amount of flow that can get into the bonnet cavity and exert thrust forces against the side of the disk. In short, the anti-thrust ring design diverts 90% of the line forces into controllable channels.

**Machining is Important, Too** - To ensure concentric alignment essential to tight seating, the body bore and the stellite seat are both machined in a single operation. The disk’s anti-thrust rings and conical stellite seat face are also faced in a single operation.

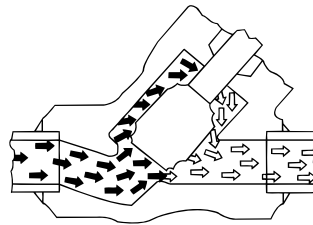
**Streamlined Flow Passages for Highest  $C_v$  Values** - The inclined bonnet globe stop valves (and check and stop-check valves) continue the Flowserve reputation for the ultimate in flow passage streamlining. Inclined bonnet construction minimizes flow directional changes and minimizes wear caused by excessive turbulence.

Whether it’s pounds per hour of steam or gallons per minute of liquid, the inclined bonnet valves give you better flow capacity.

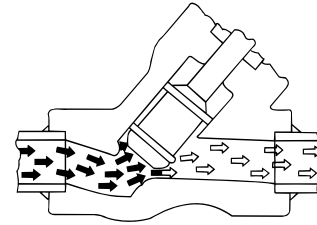
**Flow Under or Over Disk** - Normal practice is to install globe valves with flow entering from below the disk. However, piping designers may confidently install Edward globe stop valves with flow entering over the disk when space problems or other considerations suggest this procedure. Our valves operate equally well with flow in either direction; however, with flow over the disk, packing is under pressure when the valve is closed and there is a slight penalty in  $C_v$  value.



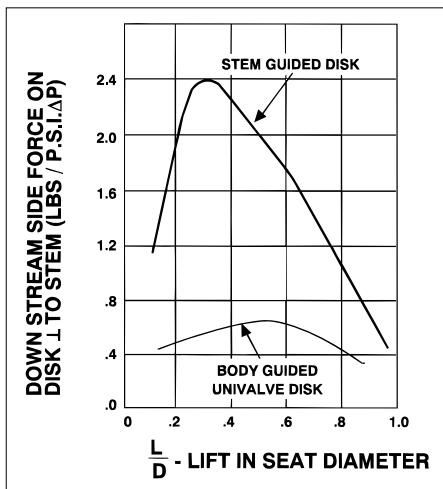
**Figure 1**  
Ordinary Vertical Stem Globe Valves are subject to side-thrust under high pressure drop conditions. Illustration shows how upstream pressure can slip past stem-guided disk and impart a thrust toward the downstream side of the valve. Tests have proven that this thrust causes disk-seat misalignment plus galling and scoring.



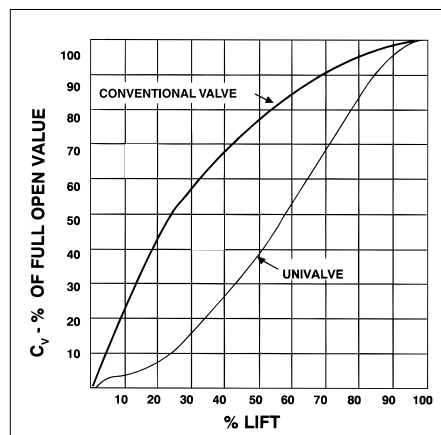
**Figure 2**  
Inclined Stem Globe Valves of the stem-guided type are also subject to side-thrust under the same conditions. This illustration shows path pressure through the valve.



**Figure 3**  
This illustration shows the Edward body-guided disk with anti-thrust rings. Lower guide eliminates 90% of the flow upward and behind the disk. Both guide rings maintain perfect alignment. This effectively eliminates all side-thrust problems.

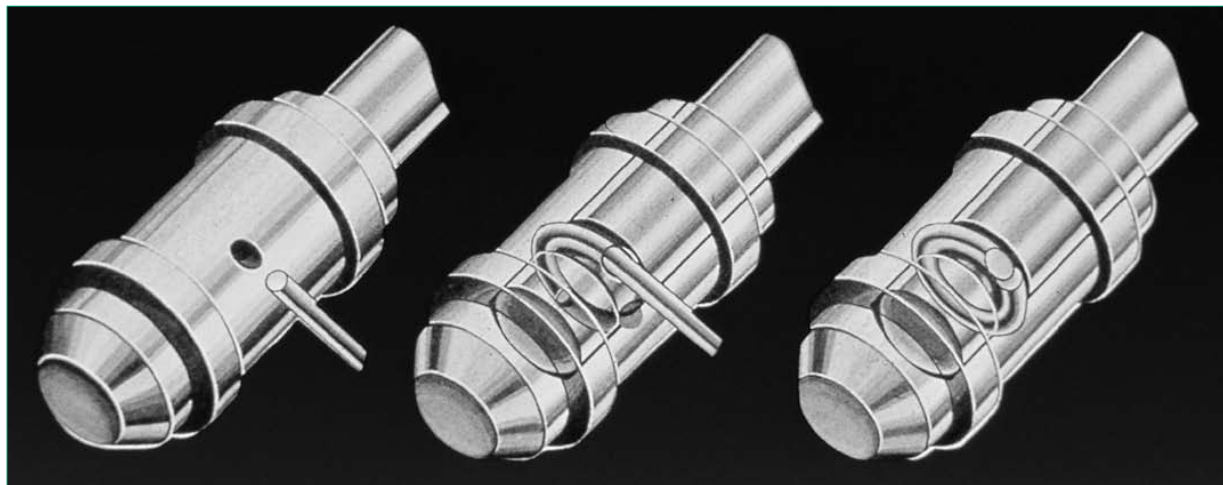


**Figure 4**  
Graph illustrates relationship of side-thrust in conventional stem-guided Globe Valve and in Edward Univalve with body-guided disk.



**Figure 5**  
Graph illustrates typical throttling curves for conventional stem-guided Globe Valve and Univalve. Note, the Univalve Curve illustrates that finest control is obtained at low lifts, when it is needed. Contrast this with conventional valve curve which shows rapid flow increase as disk lifts off seat.

## Here's How the Unique Stem-Disk Assembly is Made...

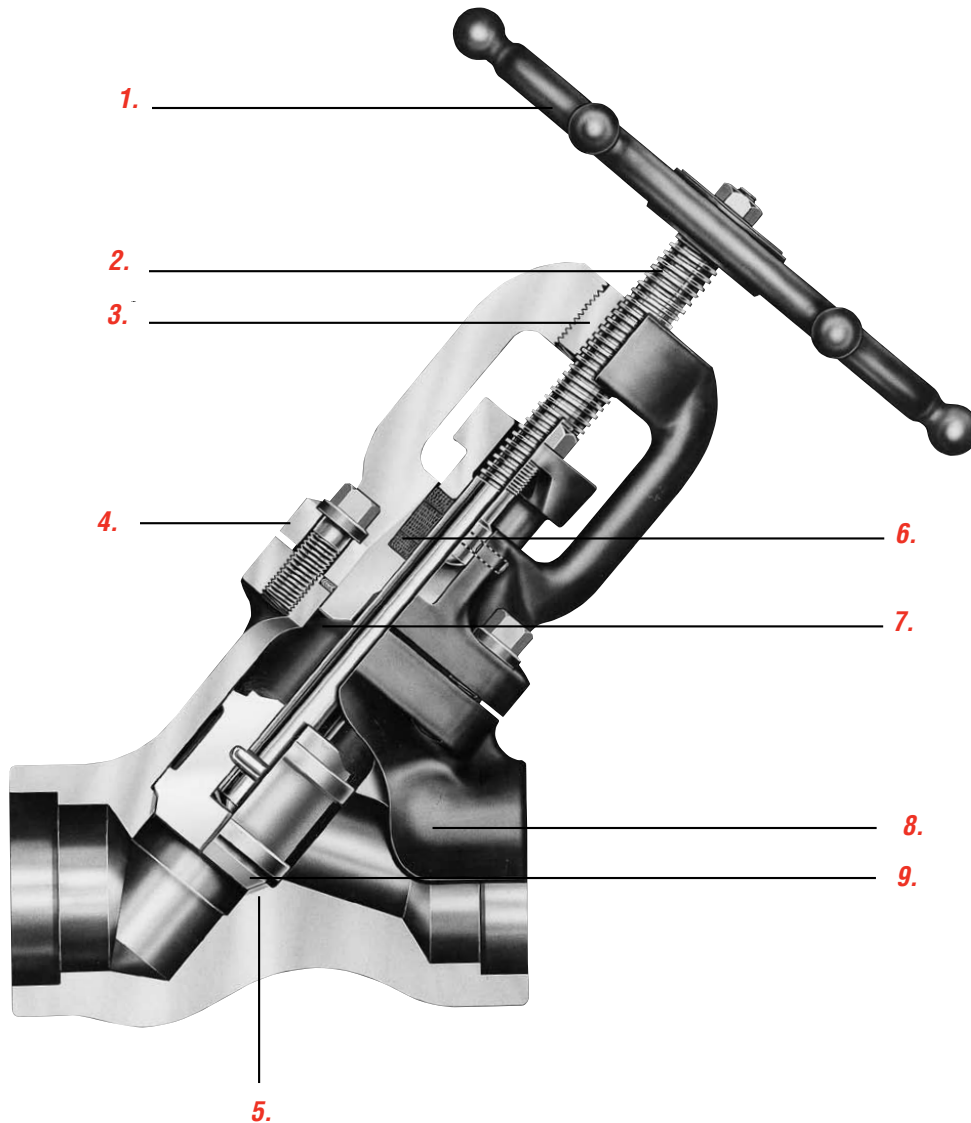


**Figure 1**  
First, a Stellite wire is inserted into a hole in a Univalve body guided disk.

**Figure 2**  
Next, the Stellite wire is fed around circular grooves, adjacent to one another, on the inside bore of the disk and outside diameter of the stem.

**Figure 3**  
Finally the hole through which the wire was fed is welded closed.

## Features and Description of Edward Bolted Bonnet Globe Valves



**1. Handwheel** is rugged and knobbed to provide sure grip even when wearing gloves.

**2. Stem** has ACME threads, is ground to a fine finish and is hardened to resist wear.

**3. Yoke bushing material** has low coefficient of friction which substantially reduces torque and stem wear and eliminates galling. Mechanical upset locks yoke bushing to yoke.

**4. Bolted Bonnet joint** utilizes a spiral wound gasket for positive sealing and four-bolt design for ease of assembly. Bonnet has pilot extension to ensure proper alignment and positive metal to metal stop to prevent over-compression of gasket.

**5. Integral hardsurfaced seat** provides positive shutoff and long seat life.

**6. Stem packing system** utilizes flexible graphite packing material with anti-extrusion rings for optimum sealability and life.

**7. Integral backseat** provides a secondary stem seal backup for positive shutoff and leak protection.

**8. Body** utilizes optimized flow passages to minimize flow direction changes and reduce pressure drop.

**9. Body-guided disk** utilizes anti-thrust rings to eliminate misalignment, galling and stem bending.

## Part Specification List for Edward Bolted Bonnet Globe Valves

This is not a complete list. Construction and materials will vary between sizes and pressure classes and may be changed without notice. For a complete, accurate, and itemized description of a particular valve, contact your Edward Valves sales representative.

Description	Bolted Bonnet	
	ASTM No.	ASTM No.
Body/Bonnet	A-105 —	A-182 Grade F11
Disk	AISI 615 Stainless Steel	AISI 615 Stainless Steel
Body Seat	Stellite 21	Stellite 21
Stem	A-582 T-416	A-582 T-416
Cap Screws	A-193 Grade B-7	A-193 Grade B-7
Gasket	Spiral Wound Non Asbestos	Spiral Wound Non-Asbestos
Packing	Flexible Graphite System	Flexible Graphite System
Gland	A-536 GR. 80-55-06	A-536 GR. 80-55-06
Yoke Bushing	B-150 C61900 or C62300	B-150 C61900 or C62300
Handwheel/Handle	Malleable or Ductile Iron	Malleable or Ductile Iron
Stem Nut	Mild Steel-Plated	Mild Steel-Plated
Eye Bolt	A-582 T-416	A-582 T-416
Eye Bolt Nut	A-563 Grade A	A-563 Grade A
Eye Bolt Pin	AISI Grade 4140	AISI Grade 4140
Spring**	A-313 T302	A-313 T302
Ball**	A-276 T440 C	A-276 T440 C

\*\*Check valves only

NOTES: Parts shown above are not applicable to all Bolted Bonnet valves. Consult your Flowserve sales representative for special applications.

## Blow-Off Valves Class 300

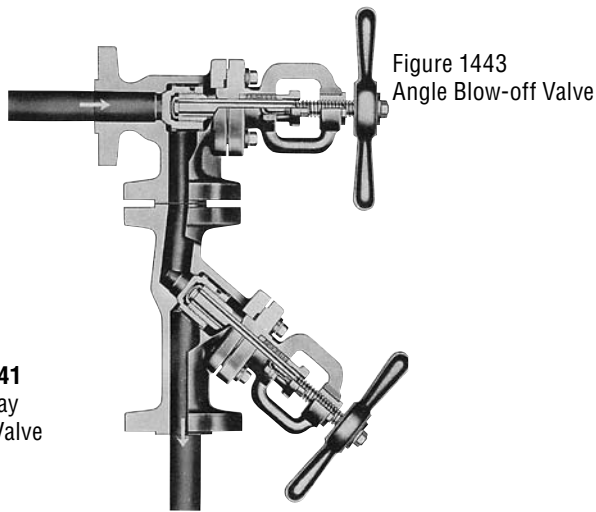
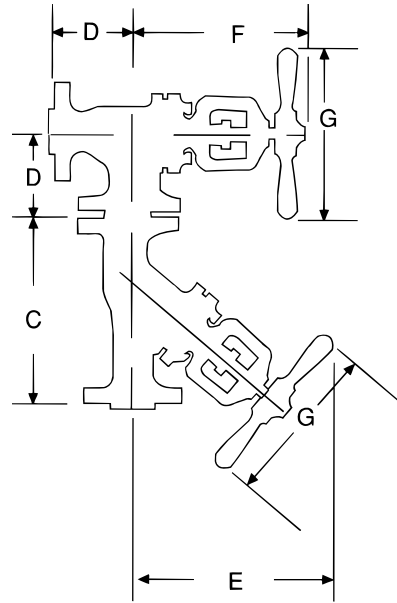


Figure 1443  
Angle Blow-off Valve

Figure 1441  
Straightway  
Blow-off Valve



1443/1441

### Standard Features

- Size 1½ and 2 bodies & bonnets are forged steel (A105).
- Size 2½ bodies and bonnets are cast steel (WCB).
- Bolted bonnet, OS & Y.
- Straightway and angle design.
- Size 1½ and 2 have hardened stainless steel disk.
- Size 2½ has Stellite faced disk.
- Integral Stellite seat.
- Integral backseat.
- 13% chromium stainless steel stem.
- Asbestos-free spiral wound bonnet gasket.
- Impactor handle.

### Standards

Edward valves sold for blow-off service are designed and manufactured to comply with all Boiler Code criteria for valves used in these applications.

Note: For Tandem Blow-off valve operation:

Opening - Open upstream valve completely, then slowly open the downstream valve.

Closing - Close the downstream valve completely and tightly seat, then close and tightly seat the upstream valve.

### Pressure Class 300 (PN 50)

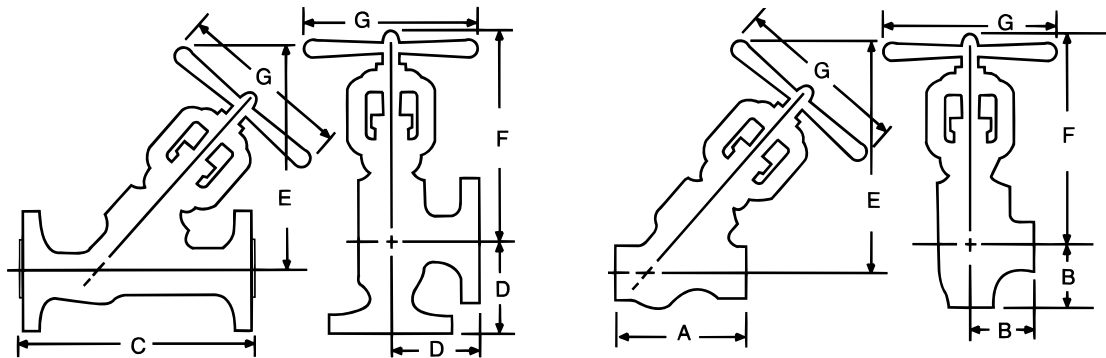
FIG. NO.	TYPE	ENDS	NPS (DN)
1441	Globe	Flanged	1½ (40) thru 2½ (65)
1441Y	Globe	Socket Welding	1½ (40) & 2 (50)
1441Y	Globe	Buttwelding	2½ (65)
1443	Angle	Flanged	1½ (40) thru 2½ (65)
1443Y	Angle	Socket Welding	1½ (40) & 2 (50)
1443Y	Angle	Buttwelding	2½ (65)

### Pressure Ratings (B16.34 Standard Class)

Flanged or Welding Ends	Class 300 Primary Service
Maximum Boiler Drum Pressure*	490 PSI (33.8 BAR)
Maximum Non-Shock	740 PSI @ 100°F (51.1 BAR)

\*This adjusted pressure rating represents the maximum allowable working pressure for this Class valve in boiler feed and blow-off line service.

## Blow-Off Valves Class 300

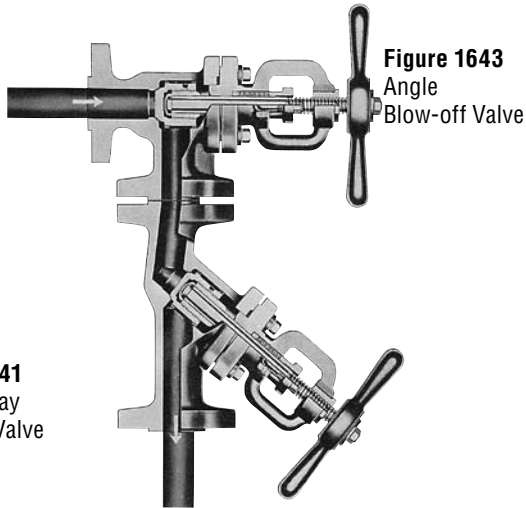


### Dimensions - Globe & Angle

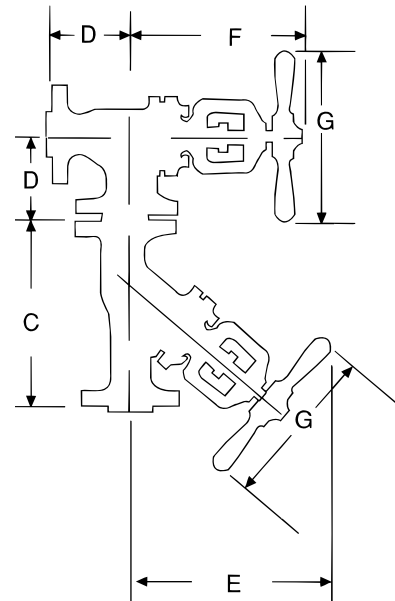
Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 1441/1441Y, 1443/1443Y	NPS	1½	2	2½
	DN	40	50	65
A - End to End, Globe (Welding)		6.8	8	11.5
		173	203	292
B - Center to End, Angle (Welding)		3.4	3.8	5.8
		86	97	147
C - Face to Face, Globe (Flanged)		12	12.8	14
		305	325	356
D - Center to Face, Angle (Flanged)		4.5	5.3	5.8
		114	135	147
E - Center to Top, Globe (Open)		13.4	15.3	15.9
		340	389	404
F - Center to Top, Angle (Open)		12.3	13.9	14.3
		312	353	363
G - Handwheel/Handle Diameter		11	11	11
		279	279	279
Weight, Globe (Flanged)		42	60	92
		18.9	27	41.7
Weight, Globe (Welding)		27	38	60
		12.2	17.1	27
Weight, Angle (Flanged)		39	53	82
		17.6	23.9	37.2
Weight, Angle (Welding)		25	36	54
		11.3	16.2	24.3

## Blow-Off Valves Class 400 & 600



**Figure 1641**  
Straightway  
Blow-off Valve



**1643/1641**  
Angle Globe

### Standard Features

- Size 1½ and 2 bodies & bonnets are forged steel (A105).
- Size 2½ bodies and bonnets are cast steel (WCB).
- Bolted bonnet, OS & Y.
- Straightway and angle design.
- Size 1½ and 2 have hardened stainless steel disk.
- Size 2½ has Stellite faced disk.
- Integral Stellite seat.
- Integral backseat.
- 13% chromium stainless steel stem.
- Asbestos-free spiral wound bonnet gasket.
- Impactor handle.

### Standards

Edward valves sold for blow-off service are designed and manufactured to comply with all Boiler Code criteria for valves used in these applications.

### Pressure Class 400 (PN 68) & 600 (PN 110)

FIG. NO.	TYPE	ENDS	NPS (DN)
1641	Globe	Flanged	1½ (40) thru 2½ (65)
1641Y	Globe	Socket Welding	1½ (40) & 2 (50)
1641Y	Globe	Buttwelding	2½ (65)
1643	Angle	Flanged	1½ (40) thru 2½ (65)
1643Y	Angle	Socket Welding	1½ (40) & 2 (50)
1643Y	Angle	Buttwelding	2½ (65)

### Pressure Ratings (B16.34 Standard Class)

Flanged or Welding Ends	Class 600 Primary Service
Maximum Boiler Drum Pressure*	935 PSI (64.5 BAR)
Maximum Non-Shock	1480 PSI @ 100°F (102.1 BAR)

\*This adjusted pressure rating represents the maximum allowable working pressure for this Class valve in boiler feed and blow-off line service.

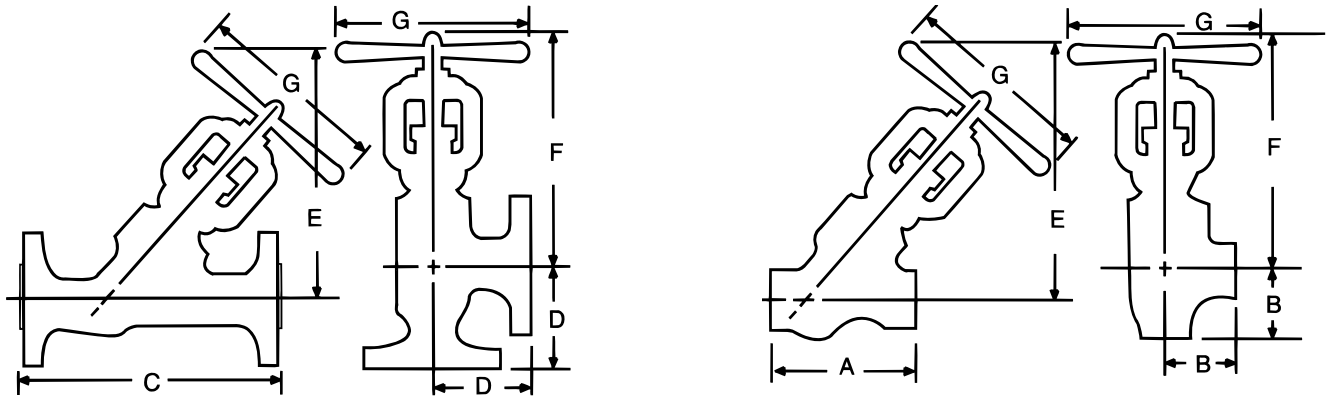
Note: For Tandem Blow-off valve operation:

Opening - Open upstream valve completely, then slowly open the downstream valve.

Closing - Close the downstream valve completely and tightly seat then close and tightly seat the upstream valve.



## Blow-Off Valves Class 400 & 600



### Dimensions – Globe & Angle

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 1641/1641Y, 1643/1643Y	NPS	1½	2	2½
	DN	40	50	65
A - End to End, Globe (Welding)		6.8	8	11.5
		173	203	292
B - Center to End, Angle (Welding)		3.4	3.8	5.8
		86	97	147
C - End to End, Globe (Flanged)		12.4	13.1	14.4
		315	333	366
D - Center to End, Angle (Flanged)		4.8	5.8	6.5
		122	147	165
E - Center to Top, Globe (Open)		13.4	15.3	15.9
		340	389	404
F - Center to Top, Angle (Open)		12.4	13.9	14.3
		315	353	363
G - Handwheel/Handle Diameter		11	11	11
		279	279	279
Weight, Globe (Flanged)		44	62	95
		19.8	27.9	43.1
Weight, Globe (Welding)		27	38	76
		12.2	17.1	34.2
Weight, Angle (Flanged)		41	55	85
		18.5	24.8	38.5
Weight, Angle (Welding)		25	36	66
		11.3	16.2	29.7

## Blow-Off Valves Class 1500 & 2500

Standard construction Flowserve Edward Class 1690 and Class 2680 carbon steel Univalves are supplied for Class 1500 and Class 2500 Blow-Off valve applications.

Although these Univalves are manufactured and tagged to ANSI B16.34 Limited Class ratings, these valves meet and exceed all Boiler Code criteria for boiler feed and blow-off line service.

### Standard Features

- Body Material is A105 carbon steel.
- Unwelded (graphitic seal) or welded bonnet.
- OS & Y.
- Y-Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Asbestos-free graphitic packing.
- Impactor Handle/Impactor Handwheel.



Refer to pages 42 and 48 – Univalve Stop Valve, Class 1690 and 2680 for dimensions, etc.

### Pressure Class 1500 (PN 260) & 2500 (PN 420)

FIG. NO.				TYPE	ENDS	NPS (DN)
WELDED		UNWELD				
1500	2500	1500	2500			
36124	66124	36224	66224	Globe	Socket Welding	1½ (40) thru 2 (50)
36128	66128	36228	66228	Globe	Buttwelding	2½ (65)

### Pressure Ratings (B16.34 Standard Class)

Socket or Welding Ends	Class 1500 Primary Service	Class 2500 Primary Service
Maximum Boiler Drum Pressure*	2455 PSI	3206 PSI#
	(169.3 BAR)	(221.1 BAR)
Maximum Non-Shock	3705 PSI @ 100°F	6170 PSI @ 100°F
	(255.3 BAR)	(425.5 BAR)

\* This adjusted pressure rating represents the maximum allowable working pressure for this Class valve in boiler feed and blow-off line service.

# Rating exceeds critical pressure of water.

Note: For Tandem Blow-off valve operation:

Opening - Open upstream valve completely, then slowly open the downstream valve.

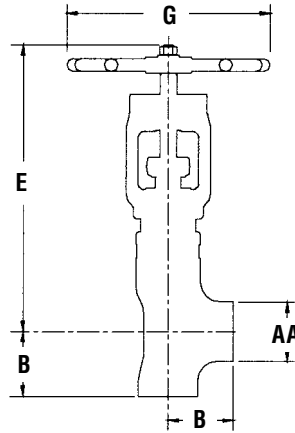
Closing - Close the downstream valve completely and tightly seat, then close and tightly seat the upstream valve.

# Continuous Blowdown Valves

## Class 1925 4,815 PSI @ 100°F (331.8 BAR @ 38°C)

### Standard Features

- Available Body Materials
  - A105 carbon steel.
  - F22 alloy steel.
  - Other materials on application.
- Unwelded (graphitic seal) or Welded Bonnet.
- OS & Y.
- Angle Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Integral backseat.
- Asbestos-free graphitic packing.
- Stellite flow passage.
- Position indicator



### Pressure Class 1925

Size	Figure No.		Ends	Orifice Number <sup>1</sup>	Orifice Size
	Welded Bonnet	Unwelded Bonnet			
NPS 1 thru 1½ DN 25 thru 40	35125	35225	Socket Welding	-2	0.12 (3)
				-3	0.18 (5)
				-4	0.25 (6)
	35129	35229	Butt Welding <sup>4</sup>	-5	0.31 (8)
				-6	0.38 (10)
NPS 2 thru 2½ DN 50 thru 65	35129	35229	Butt Welding	-7	0.44 (11)
				-8	0.50 (13)
				-10	0.62 (16)
NPS 1¼ thru 3² DN 40 thru 80	35125	35225	Socket Welding <sup>3</sup>	-12	0.75 (19)
				-14	0.88 (22)
	35129	35229	Butt Welding	-16	1.00 (25)
NPS 2½ <sup>5</sup> thru 4² DN 65 thru 100	35129	35229	Butt Welding	-18	1.12 (29)
				-20	1.25 (32)

1. Orifice number is added to Figure Numbers shown to form complete figure number (ie: 35125-7).
2. Valve sizes 2½ and smaller are ANSI B16.34 Limited Class. Size 3&4 valves are Special Class.
3. Socket Welding ends are not available in Size 3 valves.
4. NPS 1 through 1½, butt weld valves, minimum bore is 0.875".
5. NPS 2½, socket welding only (35225)

### Dimensions

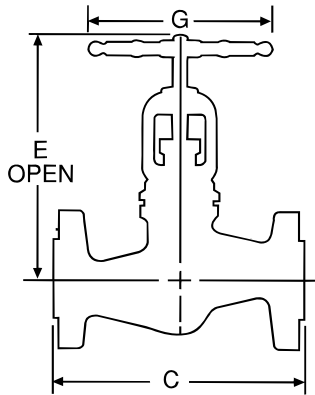
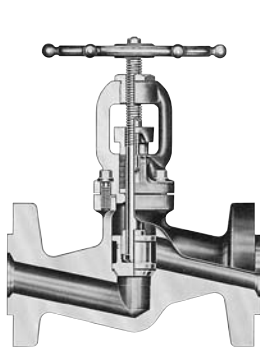
Orifice Number	Valve Sizes	AA Hub Diameter	B Center to Face	E Center to Top (open)	G Handwheel/ Handle Diameter	W Weight
-2 thru -10	1 thru 2½	3.0 76	2.6 67	11.1 282	8.5 216	25 11
-12 thru -16	1¼ thru 3	3.8 97	3.6 91	14.7 373	11* 279	45 20
-18 thru -20	2½ thru 4	4.8 122	5.3 135	19.7 500	16** 406	130 59

\* Impactor Handle

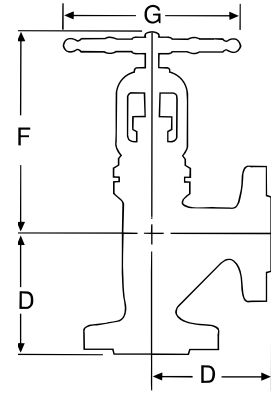
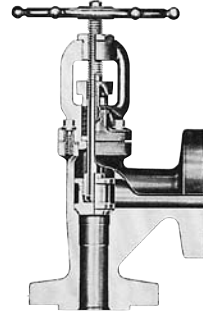
\*\* Impactor Handwheel

## Stop Valves

### Class 600 1480 PSI @ 100°F (102.1 BAR @ 38°C)



828



829

#### Standard Features

- Bodies and bonnets are of forged steel (A105).
- Bolted bonnet, OS&Y.
- Globe & angle design.
- Body-guided hardened stainless steel disk.
- Integral Stellite seat.
- Integral backseat.
- 13% chromium stainless steel stem.
- Asbestos-free graphitic packing.
- Asbestos-free spiral wound bonnet gasket.
- Knobbed handwheel.

#### Pressure Class 600 (PN 110)

Fig. No.	Type	Ends	NPS (DN)
828	Globe	Flanged	½ (15) thru 2 (50)
829	Angle	Flanged	

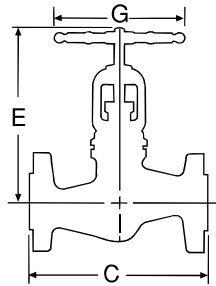
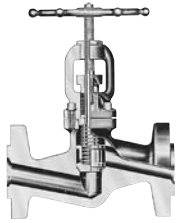
#### Dimensions – Globe & Angle

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

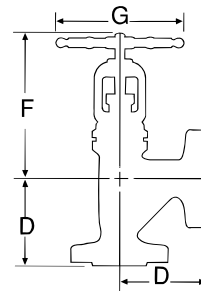
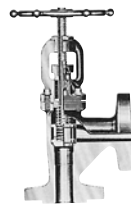
Figure No. 828, 829	NPS	½	¾	1	1¼	1½	2
	DN	15	20	25	32	40	50
C - Face to Face, Globe (Flanged)		6.5	7.5	8.5	9.5	9.5	11.5
		165	191	216	241	241	292
D - Center to Face, Angle (Flanged)		3.3	3.8	4.3	4.8	4.8	5.8
		84	97	109	122	122	147
E - Center to Top, Globe (Open)		6.1	6.9	7.7	11.1	11.1	12.1
		155	175	196	282	282	307
F - Center to Top, Angle (Open)		5.7	6.4	7.1	10.2	10.2	11.0
		145	163	180	259	259	279
G - Handwheel Diameter		3.8	4.3	4.8	7.1	7.1	8.5
		97	109	122	180	180	216
Weight, Globe		7.5	12	16	27	32	38
		3.4	5.4	7.2	12.2	14.4	17.1
Weight, Angle		7	11	15	26	31	36
		3.2	5	6.8	11.7	14	16.2

## Stop-Check Valves

### Class 600 1480 PSI @ 100°F (102.1 BAR @ 38°C)



846



847

#### Standard Features

- Bodies and bonnets are of forged steel (A105).
- Bolted bonnet, OS & Y.
- Globe & angle design.
- Body-guided hardened stainless steel disk.
- Integral Stellite seat.
- Integral backseat.
- 13% chromium stainless steel stem.
- Asbestos-free graphitic packing.
- Asbestos-free spiral wound bonnet gasket.
- Knobbed handwheel.
- Stainless steel spring.

#### Pressure Class 600 (PN 110)

Fig. No.	Type	Ends	NPS (DN)
846	Globe	Flanged	½ (15) thru 2 (50)
847	Angle	Flanged	

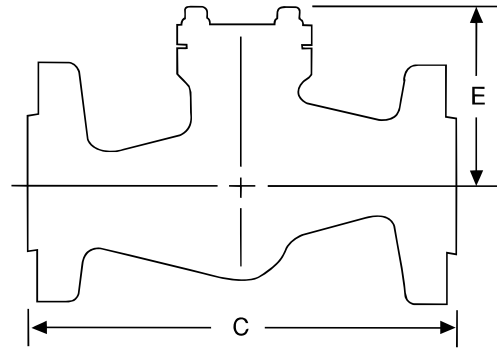
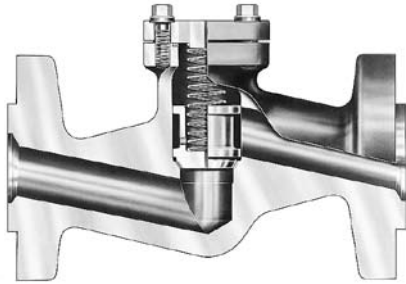
#### Dimensions – Globe & Angle

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 846, 847	NPS	½	¾	1	1¼	1½	2
	DN	15	20	25	32	40	50
C - Face to Face, Globe (Flanged)		6.5	7.5	8.5	9.5	9.5	11.5
		165	191	216	241	241	292
D - Center to Face, Angle (Flanged)		3.3	3.8	4.3	4.8	4.8	5.8
		84	97	109	122	122	147
E - Center to Top, Globe (Open)		6.1	6.9	7.7	11.1	11.1	12.1
		155	175	196	282	282	307
F - Center to Top, Angle (Open)		5.7	6.4	7.1	10.2	10.2	11.0
		145	163	180	259	259	279
G - Handwheel Diameter		3.8	4.3	4.8	7.1	7.1	8.5
		97	109	122	180	180	216
Weight, Globe		7.5	12	16	27	32	38
		3.4	5.4	7.2	12.2	14.4	17.1
Weight, Angle		7	11	15	26	31	36
		3.2	5	6.8	11.7	14	16.2

## Piston Check Valves

### Class 600 1480 PSI @ 100°F (102.1 BAR @ 38°C)



858

#### Standard Features

- Bodies and covers are of forged steel (A105).
- Bolted cover.
- Globe design.
- Body-guided hardened stainless steel disk.
- Integral Stellite seat.
- Asbestos-free spiral wound cover gasket.
- Stainless steel spring.

#### Pressure Class 600 (PN 110)

Fig. No.	Type	Ends	NPS (DN)
858	Globe	Flanged	½ (15) thru 2 (50)

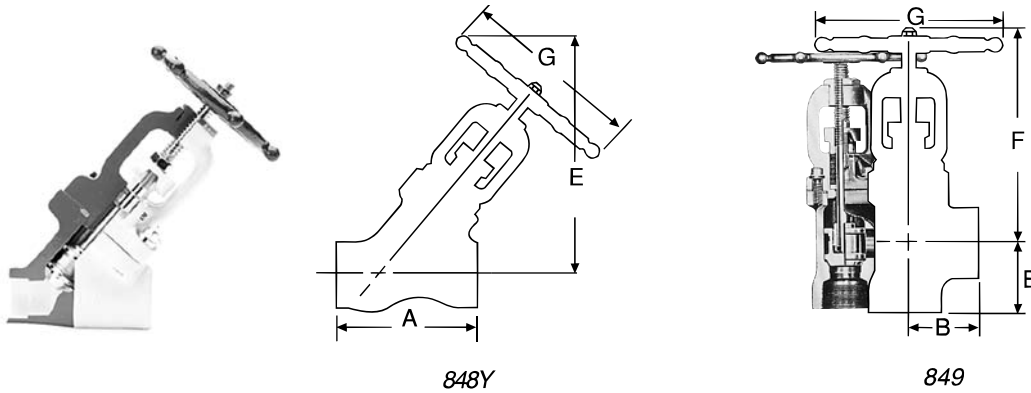
#### Dimensions – Globe & Angle

Black numerals are in inches and pounds  
 Colored numerals are in millimeters and kilograms

Figure No. 858	NPS	½	¾	1	1¼	1½	2
	DN	15	20	25	32	40	50
C - Face to Face, Globe (Flanged)		6.5	7.5	8.5	9.5	9.5	11.5
		165	191	216	241	241	292
E - Center to Top		2.3	2.7	3.1	4.2	4.2	4.7
		58	69	79	107	107	119
Weight		6.5	11	13	21	26	29
		2.9	5	5.9	9.5	11.7	13.1

# Stop Valves

## Class 800 2000 PSI @ 100°F (137.9 BAR @ 38°C)



### Standard Features

- Bodies and bonnets are of forged steel (A105 or F11).
- Bolted bonnet, OS & Y.
- Y-Pattern or angle design.
- Body-guided hardened stainless steel disk.
- Integral Stellite seat.
- Integral backseat.
- 13% chromium stainless steel stem.
- Asbestos-free graphitic packing.
- Asbestos-free spiral wound bonnet gasket.
- Knobbed handwheel.

### Pressure Class 800 (PN 130)

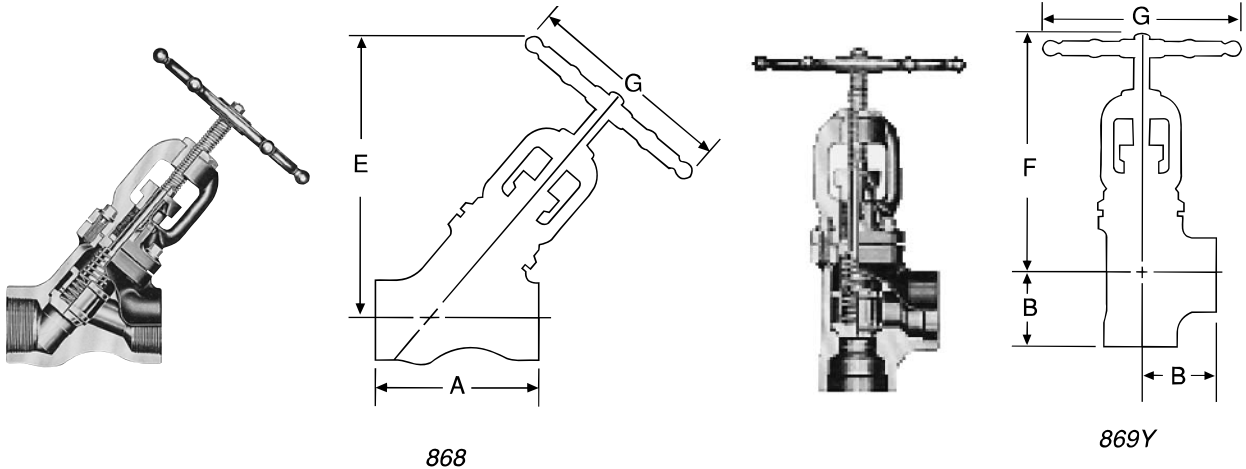
Fig. No.	Type	Ends	NPS (DN)
848	Y-Pattern	Threaded	¼ (8) thru 2 (50)
849Y	Y-Pattern	Socket Welding	
849	Angle	Threaded	
849Y	Angle	Socket Welding	

### Dimensions – Globe & Angle

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 848/848Y, 849/849Y	NPS	¼	3/8	½	¾	1	1¼	1½	2
	DN	8	10	15	20	25	32	40	50
A - End to End, Globe		3	3	3	3.6	4.3	5.8	5.8	6.5
		76	76	76	91	109	147	147	165
B - Center to End, Angle		1.5	1.5	1.5	1.8	2	2.9	2.9	3.3
		38	38	38	46	51	74	74	84
E - Center to Top, Globe (Open)		6	6	6	6.8	7.6	10.9	10.9	12.1
		152	152	152	173	193	277	277	307
F - Center to Top, Angle (Open)		5.7	5.7	5.7	6.4	7.1	10.2	10.2	11
		145	145	145	163	180	259	259	279
G - Handwheel Diameter		3.8	3.8	3.8	4.3	4.8	7.1	7.1	8.5
		97	97	97	109	122	180	180	216
Weight, Globe		4	4	4	5.5	7.5	16	16	23
		1.8	1.8	1.8	2.5	3.4	7.2	7.2	10.4
Weight, Angle		4	4	4	5.5	7	17	17	24
		1.8	1.8	1.8	2.5	3.2	7.7	7.7	10.8

## Stop-Check Valves Class 800 2000 PSI @ 100°F (137.9 BAR @ 38°C)



### Standard Features

- Bodies and bonnets are of forged steel (A105 or F11).
- Bolted bonnet, OS & Y.
- Y-Pattern or angle design.
- Body-guided hardened stainless steel disk.
- Integral Stellite seat.
- Integral backseat.
- 13% chromium stainless steel stem.
- Asbestos-free graphitic packing.
- Asbestos-free spiral wound bonnet gasket.
- Knobbed handwheel.
- Stainless steel spring

### Pressure Class 800 (PN 130)

Fig. No.	Type	Ends	NPS (DN)
868	Y-Pattern	Threaded	¼ (8) thru 2 (50)
868Y	Y-Pattern	Socket Welding	
869	Angle	Threaded	
869Y	Angle	Socket Welding	

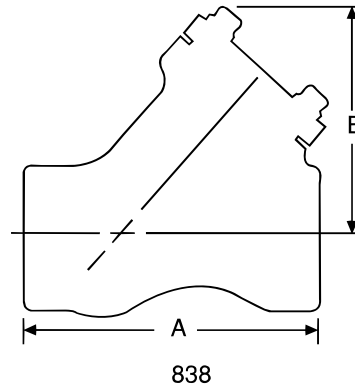
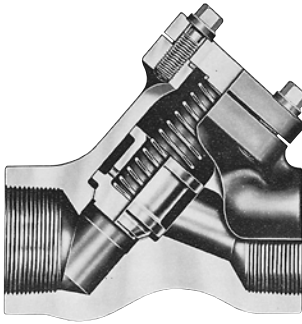
### Dimensions – Globe & Angle

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 868/868Y, 869/869Y	NPS	¼	3/8	½	¾	1	1¼	1½	2
	DN	8	10	15	20	25	32	40	50
A - End to End, Globe		3	3	3	3.6	4.3	5.8	5.8	6.5
		76	76	76	91	109	147	147	165
B - Center to End, Angle		1.5	1.5	1.5	1.8	2	2.9	2.9	3.3
		38	38	38	46	51	74	74	84
E - Center to Top, Globe (Open)		6	6	6	6.8	7.6	10.9	10.9	12.1
		152	152	152	173	193	277	277	307
F - Center to Top, Angle (Open)		5.7	5.7	5.7	6.4	7.1	10.2	10.2	11
		145	145	145	163	180	259	259	279
G - Handwheel Diameter		3.8	3.8	3.8	4.3	4.8	7.1	7.1	8.5
		97	97	97	109	122	180	180	216
Weight, Globe		4	4	4	5.5	7.5	16	16	23
		1.8	1.8	1.8	2.5	3.4	7.2	7.2	10.4
Weight, Angle		4	4	4	5.5	7	17	17	24
		1.8	1.8	1.8	2.5	3.2	7.7	7.7	10.8



## Piston Check Valves Class 800 2000 PSI @ 100°F (137.9 BAR @ 38°C)



### Standard Features

- Bodies and covers are of forged steel (A105 or F11).
- Bolted cover.
- Y-Pattern.
- Body-guided hardened stainless steel disk.
- Integral Stellite seat.
- Asbestos-free spiral wound cover gasket.
- Stainless steel spring. (Optional without springs, see Technical Information section, 1.3 Check and Stop-Check Valve Installation Guidelines.)

### Pressure Class 800 (PN 130)

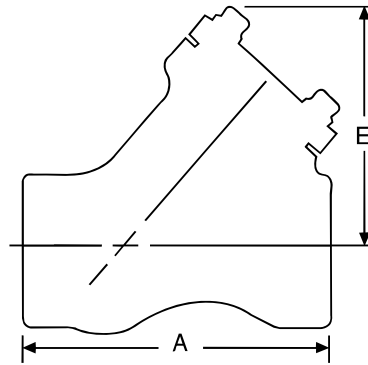
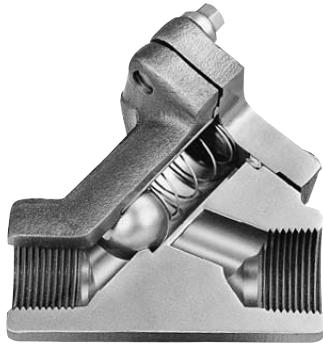
Fig. No.	Type	Ends	NPS (DN)
838	Y-Pattern	Threaded	¼ (8) thru 2 (50)
838Y	Y-Pattern	Socket Welding	

### Dimensions – Globe

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 838/838Y	NPS	¼	3/8	½	¾	1	1¼	1½	2
	DN	8	10	15	20	25	32	40	50
A - End to End		3	3	3	3.6	4.3	5.8	5.8	6.5
		76	76	76	91	109	147	147	165
E - Center to Top		2.8	2.8	2.8	3.3	3.8	4.6	4.6	5.1
		71	71	71	84	97	117	117	130
Weight		2	2	2	3.5	5	11	10	14
		.9	.9	.9	1.6	2.3	5	4.5	6.3

## Ball Check Valves Class 800 2000 PSI @ 100°F (137.9 BAR @ 38°C)



832

### Standard Features

- Bodies and covers are of forged steel (A105 or F11).
- Bolted cover.
- Y-Pattern.
- Integral Stellite seat.
- Asbestos-free spiral wound cover gasket.
- Stainless steel spring.
- Stainless steel ball.

### Pressure Class 800 (PN 130)

Fig. No.	Type	Ends	NPS (DN)
832	Y-Pattern	Threaded	¼ (8) thru 2 (50)
832Y	Y-Pattern	Socket Welding	

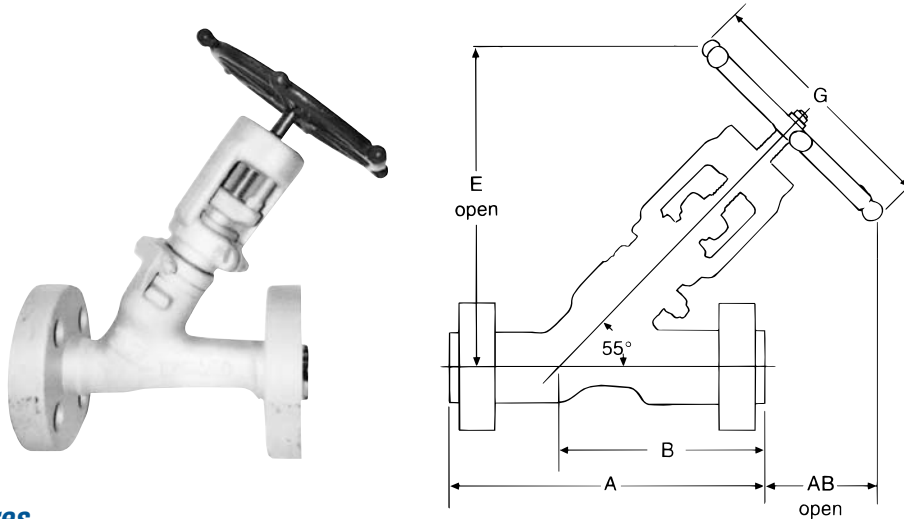
### Dimensions – Globe

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 832/832Y	NPS	¼	3/8	½	¾	1	1¼	1½	2
	DN	8	10	15	20	25	32	40	50
A - End to End		3	3	3	3.6	4.3	5.8	5.8	6.5
		76	76	76	91	109	147	147	165
E - Center to Top		2.8	2.8	2.8	3.3	3.8	4.6	4.6	5.1
		71	71	71	84	97	117	117	130
Weight		2	2	2	3.5	5	11	10	14
		.9	.9	.9	1.6	2.3	5	4.5	6.4

# Univalve® Stop Valves

## Class 1500 3705 PSI @ 100°F (255.3 BAR @ 38°C)



### Standard Features

- Available Body Materials
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
  - F316 stainless steel.
- Unwelded (graphitic seal) or welded bonnet.
- OS & Y.
- Y-Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Integral backseat.
- Asbestos-free graphitic packing.

### Pressure Class 1500 (PN 260)

FIG. NO.		TYPE	ENDS	NPS (DN)
WELDED	UNWELD.			
36122	36222	Y-Pattern	Flanged	½ (15) thru 2 (50)

### Dimensions - Globe

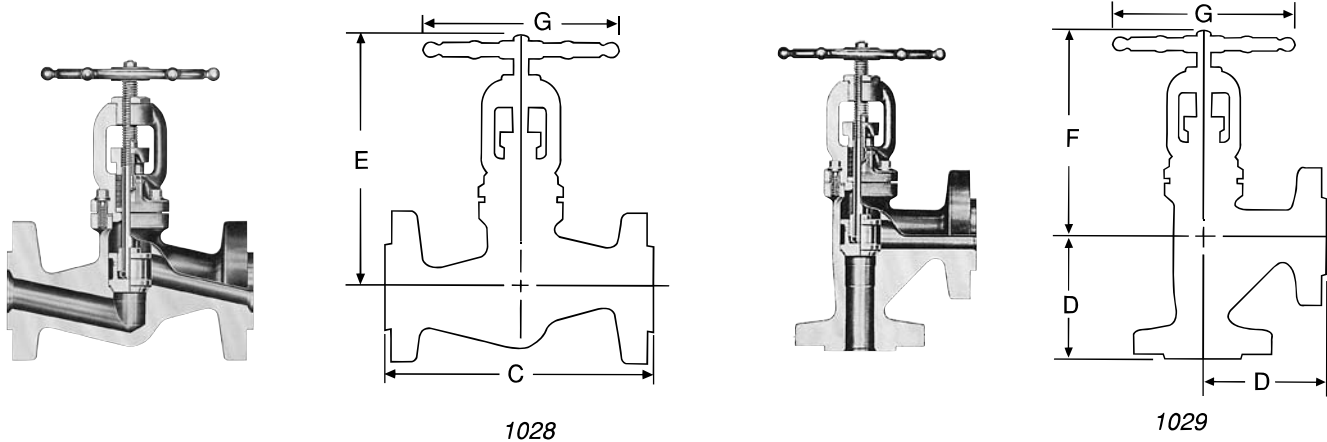
Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 36122, 36222	NPS	½	¾	1	1½	2
	DN	15	20	25	40	50
A - End to End		10.0	10.0	10.0	12.0	14.5
		25.4	254	254	305	368
AB - Handwheel Clearance (Open)		3.0	3.0	3.0	5.3	4.9
		76.2	76.2	76.2	135	125
B - Center to End		6.9	6.9	6.9	8.3	10.0
		175	175	175	211	254
E - Center to Top (Open)		11.6	11.6	11.6	16.3	18.5
		295	295	295	414	470
G - Handwheel/Handle Diameter		8.5	8.5	8.5	14.3*	14.3*
		216	216	216	363*	363*
Weight, Welded & Unwelded		31	34	36	75	120
		14.1	15.5	16.4	34	55

\* Impactor Handle

## Stop Valves Series 1500 3600 PSI @ 100°F (248.3 BAR @ 38°C)

These Series 1500 valves are designed and rated to Flowserve Edward Valve standards. See 3.2 Pressure Ratings in the Technical Information section for additional information.



### Standard Features

- Bodies and bonnets are of forged steel (F11).
- Bolted bonnet, OS & Y.
- Globe or angle design.
- Body-guided hardened stainless steel disk.
- Integral Stellite seat.
- Integral backseat.
- 13% chromium stainless steel stem.
- Asbestos-free graphitic packing.
- Asbestos-free spiral wound bonnet gasket.
- Knobbed handwheel.

### Series 1500

FIG. NO.	TYPE	ENDS	NPS (DN)
1028	Globe	Flanged	½ (15) thru 2 (50)
1029	Angle	Flanged	

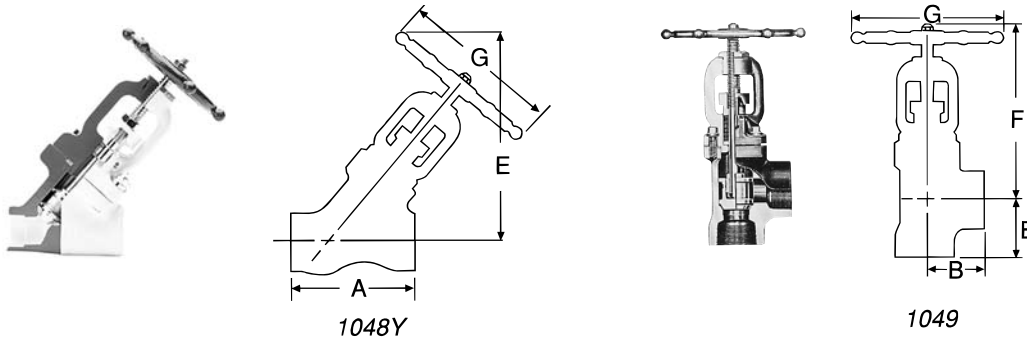
### Dimensions - Globe & Angle

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 1028, 1029	NPS	½	¾	1	1¼	1½	2
	DN	15	20	25	32	40	50
C - Face to Face, Globe (Flanged)		8.5	9	10	12	12	14.5
		216	229	254	305	305	368
D - Center to Face, Angle (Flanged)		4.3	4.5	5	6	6	7.3
		109	114	127	152	152	185
E - Center to Top, Globe (Open)		7	7.7	7.7	11.1	11.1	12
		178	196	196	282	282	305
F - Center to Top, Angle (Open)		6.6	7.1	7.1	10.2	10.2	11.1
		168	180	180	259	259	282
G - Handwheel Diameter		4.3	4.8	4.8	7.1	7.1	8.5
		109	122	122	180	180	216
Weight, Globe		15	19	26	38	47	77
		6.8	8.6	11.7	17.1	21.2	34.7
Weight, Angle		15	20	26	41	49	80
		6.8	9	11.7	18.5	22.1	36

## Stop Valves Series 1500 3600 PSI @ 100°F (248.3 BAR @ 38°C)

These Series 1500 valves are designed and rated to Flowserve Edward Valve standards. See 3.2 Pressure Ratings in the Technical Information section for additional information.



### Standard Features

- Bodies and bonnets are of forged steel (A105 or F11).
- Bolted bonnet, OS & Y.
- Y-Pattern or angle design.
- Body-guided hardened stainless steel disk.
- Integral Stellite seat.
- Integral backseat.
- 13% chromium stainless steel stem.
- Asbestos-free graphitic packing.
- Asbestos-free spiral wound bonnet gasket.
- Knobbed handwheel.

### Series 1500

FIG. NO.	TYPE	ENDS	NPS (DN)
1048	Y-Pattern	Threaded	¼ (6) thru 2 (50)
1048Y	Y-Pattern	Socket Welding	
1049	Angle	Threaded	
1049Y	Angle	Socket Welding	

### Dimensions - Globe & Angle

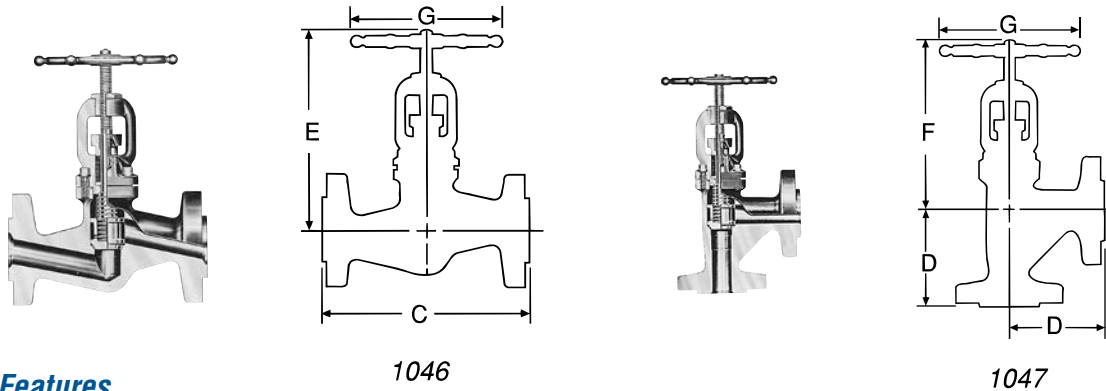
Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 1048/1048Y, 1049/1049Y	NPS	¼	3/8	½	¾	1	1¼	1½	2
	DN	8	10	15	20	25	32	40	50
A - End to End, Globe		3	3	3	3.6	4.3	5.8	5.8	6.5
		76	76	76	91	109	147	147	165
B - Center to End, Angle		1.5	1.5	1.5	1.8	2	2.9	2.9	3.3
		38	38	38	46	51	74	74	84
E - Center to Top, Globe (Open)		6.1	6.1	6.1	6.9	7.6	10.9	10.9	12.1
		155	155	155	175	197	277	277	307
F - Center to Top, Angle (Open)		5.8	5.8	5.8	6.6	7.1	10.2	10.2	11
		147	147	147	168	183	259	259	279
G - Handwheel Diameter		3.8	3.8	3.8	4.3	4.8	7.1	7.1	8.5
		97	97	97	109	122	183	183	216
Weight, Globe		4	4	4	5.5	8	17	17	24
		1.8	1.8	1.8	2.5	3.6	7.7	7.7	10.8
Weight, Angle		4	4	4	5.5	7.5	17	17	25
		1.8	1.8	1.8	2.5	3.4	7.7	7.7	11.3

# Stop-Check Valves

## Series 1500 3600 PSI @ 100°F (248.3 BAR @ 38°C)

These Series 1500 valves are designed and rated to Flowserve Edward Valve standards. See 3.2 Pressure Ratings in the Technical Information section for additional information.



### Standard Features

- Bodies and bonnets are of forged steel (F11).
- Bolted bonnet, OS & Y.
- Globe or angle design.
- Body-guided hardened stainless steel disk.
- Integral Stellite seat.
- Integral backseat.
- 13% chromium stainless steel stem.
- Asbestos-free graphitic packing.
- Asbestos-free spiral wound bonnet gasket.
- Knobbed handwheel.
- Stainless steel spring.

### Series 1500

FIG. NO.	TYPE	ENDS	NPS (DN)
1046	Globe	Flanged	½ (15) thru 2 (50)
1047	Angle	Flanged	

### Dimensions - Globe & Angle

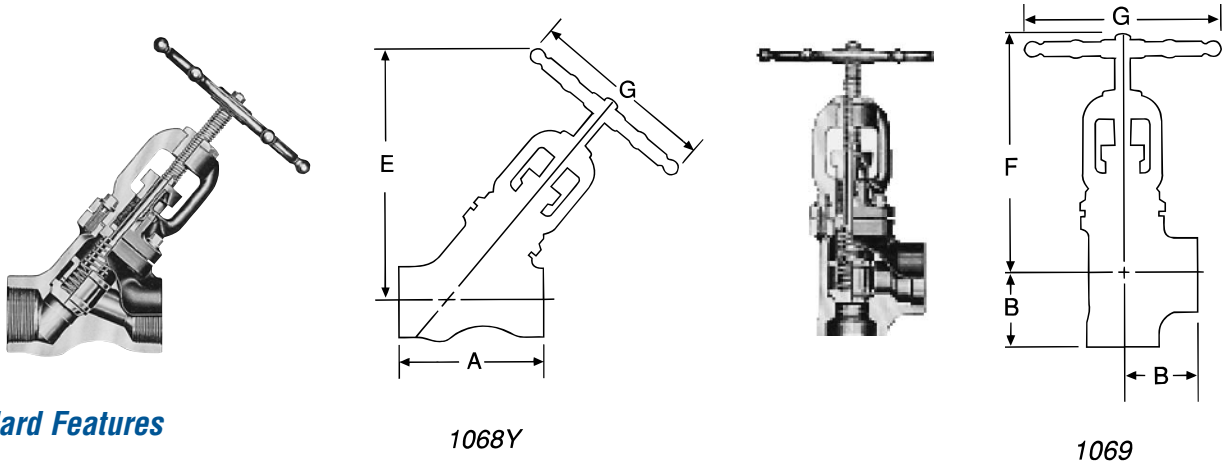
Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 1046, 1047	NPS	½	¾	1	1¼	1½	2
	DN	15	20	25	32	40	50
C - Face to Face, Globe (Flanged)		8.5	9	10	12	12	14.5
		216	229	254	305	305	368
D - Center to Face, Angle (Flanged)		4.3	4.5	5	6	6	7.3
		109	114	127	152	152	185
E - Center to Top, Globe (Open)		7	7.7	7.7	11.1	11.1	12
		178	196	196	282	282	305
F - Center to Top, Angle (Open)		6.6	7.1	7.1	10.2	10.2	11.1
		168	180	180	259	259	282
G - Handwheel Diameter		4.3	4.8	4.8	7.1	7.1	8.5
		109	122	122	180	180	216
Weight, Globe		15	19	26	38	47	77
		6.8	8.6	11.7	17.1	21.2	34.7
Weight, Angle		15	20	26	41	49	80
		6.8	9	11.7	18.5	22.1	36

# Stop-Check Valves

## Series 1500 3600 PSI @ 100°F (248.3 BAR @ 38°C)

These Series 1500 valves are designed and rated to Flowserve Edward Valves standards. See 3.2 Pressure Ratings in the Technical Information section for additional information.



### Standard Features

- Bodies and bonnets are of forged steel (A105 or F11).
- Bolted bonnet, OS & Y.
- Y-Pattern or angle design.
- Body-guided hardened stainless steel disk.
- Integral Stellite seat.
- Integral backseat.
- 13% chromium stainless steel stem.
- Asbestos-free graphitic packing.
- Asbestos-free spiral wound bonnet gasket.
- Knobbed handwheel.
- Stainless steel spring.

### Series 1500

FIG. NO.	TYPE	ENDS	NPS (DN)
1068	Y-Pattern	Threaded	¼ (8) thru 2 (50)
1068Y	Y-Pattern	Socket Welding	
1069	Angle	Threaded	
1069Y	Angle	Socket Welding	

### Dimensions - Globe & Angle

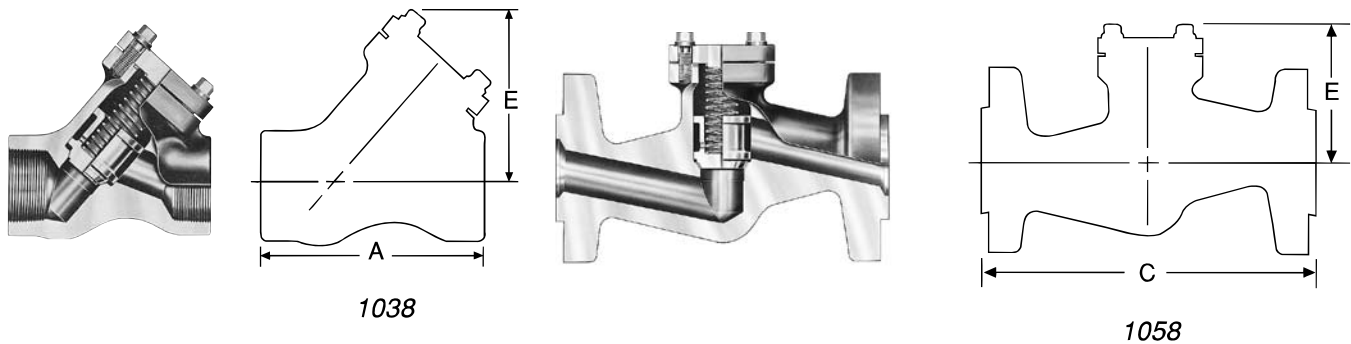
Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 1068/1068Y, 1069/1069Y	NPS	¼	3/8	½	¾	1	1¼	1½	2
	DN	8	10	15	20	25	32	40	50
A - End to End, Globe		3	3	3	3.6	4.3	5.8	5.8	6.5
		76	76	76	91	109	147	147	165
B - Center to End, Angle		1.5	1.5	1.5	1.8	2	2.9	2.9	3.3
		38	38	38	46	51	74	74	84
E - Center to Top, Globe (Open)		6.1	6.1	6.1	6.9	7.6	10.9	10.9	12.1
		155	155	155	175	193	277	277	307
F - Center to Top, Angle (Open)		5.8	5.8	5.8	6.6	7.1	10.2	10.2	11
		147	147	147	168	180	259	259	279
G - Handwheel Diameter		3.8	3.8	3.8	4.3	4.8	7.1	7.1	8.5
		97	97	97	109	122	180	180	216
Weight, Globe		4	4	4	5.5	8	16	16	23
		1.8	1.8	1.8	2.5	3.6	7.3	7.3	10.4
Weight, Angle		4	4	4	5.5	7.5	16	16	24
		1.8	1.8	1.8	2.5	3.4	7.3	7.3	10.9

# Piston Check Valves

## Series 1500 3600 PSI @ 100°F (248.3 BAR @ 38°C)

These Series 1500 valves are designed and rated to Flowserve Edward Valves standards. See 3.2 Pressure Ratings in the Technical Information section for additional information.



### Standard Features

- Bodies and covers are of forged steel (A105 or F11).
- Bolted cover.
- Y-Pattern or globe design.
- Body-guided hardened stainless steel disk.
- Integral Stellite seat.
- Asbestos-free spiral wound cover gasket.
- Stainless steel spring.

### Series 1500

FIG. NO.	TYPE	ENDS	NPS (DN)
1038	Y-Pattern	Threaded	¼ (8) thru 2 (50)
1038Y	Y-Pattern	Socket Welding	
1058 (F11)	Globe	Flanged	½ (15) thru 2 (50)

### Dimensions - Globe

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 1038/1038Y	NPS	¼	3/8	½	¾	1	1¼	1½	2
	DN	8	10	15	20	25	32	40	50
A - End to End		3	3	3	3.6	4.3	5.8	5.8	6.5
		76	76	76	91	109	147	147	165
E - Center to Top		2.8	2.8	2.8	3.3	3.8	4.6	4.6	5.1
		71	71	71	84	97	117	117	130
Weight		2.5	2.5	2.5	3.5	5.5	11	11	15
		1.1	1.1	1.1	1.6	2.5	5	5	6.8

### Dimensions - Globe

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

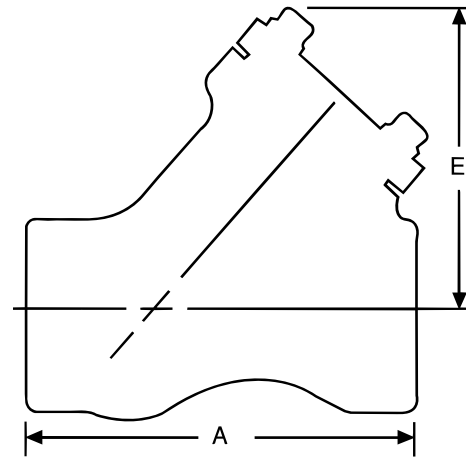
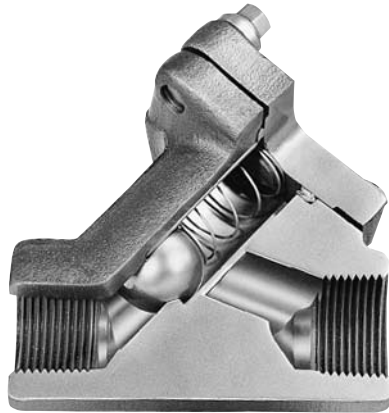
Figure No. 1058	NPS	½	¾	1	1¼	1½	2
	DN	15	20	25	32	40	50
C - Face to Face (Flanged)		8.5	9	10	12	12	14.5
		216	229	254	305	305	368
E - Center to Top		2.7	3.1	3.1	4.2	4.2	4.7
		69	79	79	197	107	119
Weight		14	17	24	32	41	69
		6.3	7.7	10.8	14.4	18.5	31.1



## Ball Check Valves

### Series 1500 3600 PSI @ 100°F (248.3 BAR @ 38°C)

These Series 1500 Valves are designed and rated to Flowserve Edward Valves standards. See 3.2 Pressure Ratings in the Technical Information section for additional information.



1032

#### Standard Features

- Bodies and covers are of forged steel (A105 or F11).
- Bolted cover.
- Y-Pattern.
- Integral Stellite seat.
- Asbestos-free spiral wound bonnet gasket.
- Stainless steel spring.
- Stainless steel ball.

#### Series 1500

FIG. NO.	TYPE	ENDS	NPS (DN)
1032	Y-Pattern	Threaded	¼ (8) thru 2 (50)
1032Y	Y-Pattern	Socket Welding	

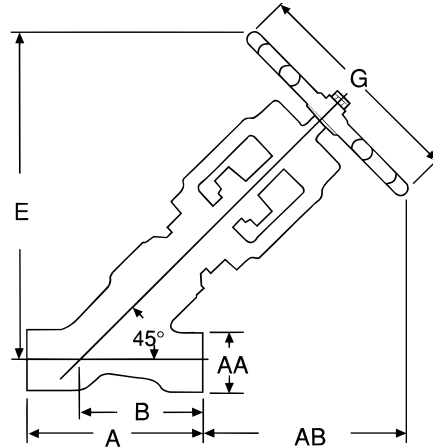
#### Dimensions - Globe

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 1032/1032Y	NPS	¼	3/8	½	¾	1	1¼	1½	2
	DN	8	10	15	20	25	32	40	50
A - End to End		3	3	3	3.6	4.3	5.8	5.8	6.5
		76	76	76	91	109	147	147	165
E - Center to Top		2.8	2.8	2.8	3.3	3.8	4.6	4.6	5.1
		71	71	71	84	97	117	117	130
Weight		2.5	2.5	2.5	3.5	5.5	11	11	15
		1.1	1.1	1.1	1.6	2.5	5	5	6.8

# Univalve® Stop Valves

## Class 1690 4225 PSI @ 100°F (291.3 BAR @ 38°C)



36124

### Standard Features

- Available Body Materials
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
  - F316, F347 stainless steel.
  - Other material on application.
- Unwelded (graphitic seal) or welded bonnet.
- OS & Y.
- Y-Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Integral backseat.
- Asbestos-free graphitic packing.

### Pressure Class 1690 (PN 290)

Fig. No.		Type	Ends	NPS (DN)
Welded	Unweld.			
36120	36220	Y-Pattern	Threaded	½ (15) thru 1 (25)
36124	36224	Y-Pattern	Socket Welding	½ (15) thru 2½ (65)
36128	36228	Y-Pattern	Buttwelding	½ (15) thru 4 (100)

### Dimensions – Globe

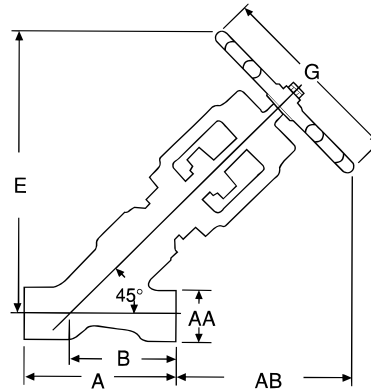
Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 36120, 36124, 36128, 36220, 36224, 36228	NPS	½	¾	1	1¼	1½	2	2½	3	4
	DN	15	20	25	32	40	50	65	80	100
A - End to End		6.0	6.0	6.0	6.7	6.7	8.2	10.7	10.7	12.8
		152	152	152	170	170	208	272	272	325
AA - End Hub Diameter		2.30	2.30	2.30	3.20	3.20	3.64	4.00	4.00	4.80
		58	58	58	81	81	92	102	102	122
AB - Handwheel Clearance (Open)		7.5	7.5	7.5	11.0	11.0	11.6	12.5	12.5	11.2
		191	191	191	279	279	295	318	318	284
B - Center to End		4.0	4.0	4.0	4.8	4.8	6.1	7.1	7.1	8.8
		102	102	102	122	122	155	180	180	224
E - Center to Top (Open)		11.5	11.5	11.5	15.9	15.9	17.7	19.6	19.6	20.0
		292	292	292	404	404	450	498	498	508
G - Handwheel/Handle Diameter		8.5	8.5	8.5	14.3*	14.3*	14.3*	16.0**	16.0**	16.0**
		216	216	216	363*	363*	363*	406**	406**	406**
Weight, Welded		19	19	19	36	36	57	100	100	138
		9	9	9	16	16	26	46	46	63
Weight, Unwelded		20	20	20	38	38	59	104	104	142
		9	9	9	17	17	27	47	47	64

\* Impactor Handle \*\* Impactor Handwheel

# Univalve® Stop-Check Valves

## Class 1690 4225 PSI @ 100°F (291.3 BAR @ 38°C)



36164

### Standard Features

- Available Body Materials
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
  - F316, F347 stainless steel.
  - Other material on application.
- Unwelded (graphitic seal) or welded bonnet.
- OS & Y.
- Y-Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Integral backseat.
- Asbestos-free graphitic packing.

### Pressure Class 1690 (PN 290)

Fig. No.		Type	Ends	NPS (DN)
Welded	Unweld.			
36160	36260	Y-Pattern	Threaded	½ (15) thru 1 (25)
36164	36264	Y-Pattern	Socket Welding	½ (15) thru 2½ (65)
36168	36268	Y-Pattern	Buttwelding	½ (15) thru 4 (100)

### Dimensions – Globe

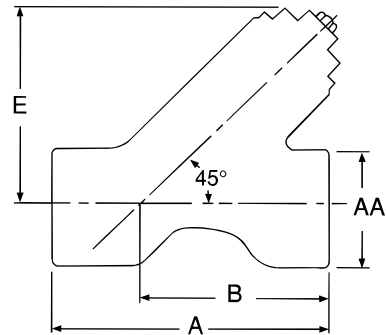
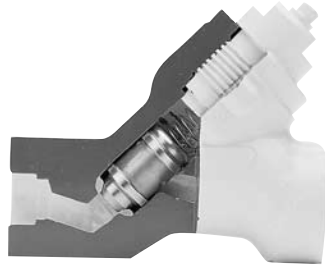
Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 36160, 36164, 36168, 36260, 36264, 36268	NPS	½	¾	1	1¼	1½	2	2½	3	4
	DN	15	20	25	32	40	50	65	80	100
A - End to End	6.0	6.0	6.0	6.7	6.7	8.2	10.7	10.7	12.8	12.8
	152	152	152	170	170	208	272	272	325	325
AA - End Hub Diameter	2.30	2.30	2.30	3.20	3.20	3.64	4.00	4.00	4.80	4.80
	58	58	58	81	81	92	102	102	122	122
AB - Handwheel Clearance (Open)	7.5	7.5	7.5	11.0	11.0	11.6	12.5	12.5	11.2	11.2
	191	191	191	279	279	295	318	318	284	284
B - Center to End	4.0	4.0	4.0	4.8	4.8	6.1	7.1	7.1	8.8	8.8
	102	102	102	122	122	155	180	180	224	224
E - Center to Top (Open)	11.5	11.5	11.5	15.9	15.9	17.7	19.6	19.6	20.0	20.0
	292	292	292	404	404	450	498	498	508	508
G - Handwheel/Handle Diameter	8.5	8.5	8.5	14.3*	14.3*	14.3*	16.0**	16.0**	16.0**	16.0**
	216	216	216	363*	363*	363*	406**	406**	406**	406**
Weight, Welded	19	19	19	36	36	57	100	100	138	138
	9	9	9	16	16	26	46	46	63	63
Weight, Unwelded	20	20	20	38	38	59	104	104	142	142
	9	9	9	17	17	27	47	47	64	64

\* Impactor Handle \*\* Impactor Handwheel

## Univalve® Piston Check Valves

### Class 1690 4225 PSI @ 100°F (291.3 BAR @ 38°C)



36174

#### Standard Features

- Available Body Materials
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
  - F316, F347 stainless steel.
  - Other material on application.
- Unwelded (graphitic seal) or welded cover.
- Y-Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Stainless steel spring. (Optional without springs, see page Technical Information section, 1.3 Check and Stop-Check Valve Installation Guidelines. Spring is not available on F91 Fig. No. 36170, 36174, and 36178 valves.)

#### Pressure Class 1690 (PN 290)

Fig. No.		Type	Ends	NPS (DN)
Welded	Unweld.			
36170	36270	Y-Pattern	Threaded	½ (15) thru 1 (25)
36174	36274	Y-Pattern	Socket Welding	½ (15) thru 2-½ (65)
36178	36278	Y-Pattern	Buttwelding	½ (15) thru 4 (100)

#### Dimensions – Globe

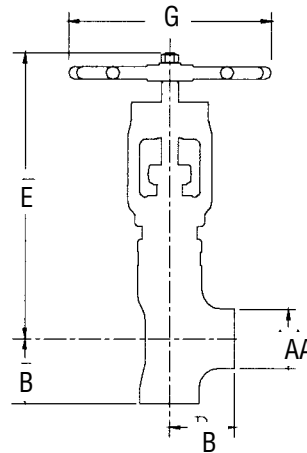
Black numerals are in inches and pounds  
 Colored numerals are in millimeters and kilograms

Figure No. 36170, 36174, 36178, 36270, 36274, 36278	NPS	½	¾	1	1-¼	1-½	2	2-½	3	4
	DN	15	20	25	32	40	50	65	80	100
A - End to End		6.0	6.0	6.0	6.7	6.7	8.2	10.7	10.7	12.8
		152	152	152	170	170	208	272	272	325
AA - End Hub Diameter		2.30	2.30	2.30	3.20	3.20	3.64	4.00	4.00	4.80
		58	58	58	81	81	92	102	102	122
B - Center to End		4.0	4.0	4.0	4.8	4.8	6.1	7.1	7.1	8.8
		102	102	102	122	122	155	180	180	224
E - Center to Top		3.9	3.9	3.9	5.0	5.0	5.8	7.2	7.2	7.8
		99	99	99	127	127	147	183	183	198
Weight		14	14	14	22	22	31	44	44	86
		6	6	6	10	10	14	20	20	39

## Univalve® Angle Stop Valves Class 1690 4225 PSI @ 100°F (291.3 BAR @ 38°C)

### Standard Features

- Available Body Material
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
  - F316, F347 stainless steel.
  - Other material on application.
- Unwelded (graphitic seal) or Welded Bonnet.
- OS&Y.
- Angle Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Integral Backseat.
- Asbestos-free graphitic packing.



### Pressure Class 1690 (PN 290)

Fig. No.		Type	Ends	NPS (DN)
Welded	Unweld.			
36125	36225	Angle	Socket Welding	½ (15) thru 2½ (65)
36129	36229	Angle	Buttwelding	½ (15) thru 4 (100)

### Dimensions – Angle

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 36125, 36129, 36225, 36229	NPS	½	¾	1	1¼	1½	2	2½	3	4
	DN	15	20	25	32	40	50	65	80	100
AA - Hub Diameter		2.3	2.3	2.3	3.8	3.8	3.6	4.0	4.0	4.8
		58	58	58	97	97	91	102	102	122
B - Center to End		2.5	2.5	2.5	3.6	3.6	4.1	4.5	4.5	5.3
		64	64	64	91	91	104	114	114	135
E - Center to Top (Open)		11.7	11.7	11.7	14.9	14.9	17.3	19.1	19.1	19.7
		297	297	297	378	378	439	485	485	500
G - Handwheel/Handle Diameter		8.5	8.5	8.5	14.3*	14.3*	14.3*	16.0**	16.0**	16.0**
		216	216	216	363	363	363	406	406	406
Weight, Welded		18	18	18	40	40	60	103	103	139
		8.2	8.2	8.2	18.1	18.1	27.2	46.7	46.7	63.0
Weight, Unwelded		19	19	19	42	42	62	107	107	143
		8.6	8.6	8.6	19.1	19.1	28.1	48.5	48.5	64.9

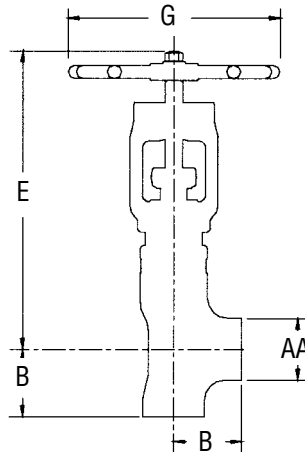
\* Impactor Handle \*\*Impactor Handwheel

# Univalve® Angle Stop-Check Valves

## Class 1690 4225 PSI @ 100°F (291.3 BAR @ 38°C)

### Standard Features

- Available Body Material
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
  - F316, F347 stainless steel.
  - Other material on application.
- Unwelded (graphitic seal) or Welded Bonnet.
- OS&Y.
- Angle Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Integral Backseat.
- Asbestos-free graphitic packing.



### Pressure Class 1690 (PN 290)

Fig. No.		Type	Ends	NPS (DN)
Welded	Unweld.			
36165	36265	Angle	Socket Welding	½ (15) thru 2½ (65)
36169	36269	Angle	Buttwelding	½ (15) thru 4 (100)

### Dimensions – Angle

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

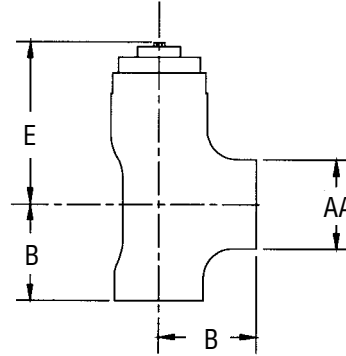
Figure No. 36165, 36169, 36265, 36269	NPS	½	¾	1	1¼	1½	2	2½	3	4
	DN	15	20	25	32	40	50	65	80	100
AA - Hub Diameter		2.3	2.3	2.3	3.8	3.8	3.6	4.0	4.0	4.8
		58	58	58	97	97	91	102	102	122
B - Center to End		2.5	2.5	2.5	3.6	3.6	4.1	4.5	4.5	5.3
		64	64	64	91	91	104	114	114	135
E - Center to Top (Open)		11.7	11.7	11.7	14.9	14.9	17.3	19.1	19.1	19.7
		297	297	297	378	378	439	485	485	500
G - Handwheel/Handle Diameter		8.5	8.5	8.5	14.3*	14.3*	14.3*	16.0**	16.0**	16.0**
		216	216	216	363	363	363	406	406	406
Weight, Welded		18	18	18	40	40	60	103	103	139
		8.2	8.2	8.2	18.1	18.1	27.2	46.7	46.7	63.0
Weight, Unwelded		19	19	19	42	42	62	107	107	143
		8.6	8.6	8.6	19.1	19.1	28.1	48.5	48.5	64.9

\* Impactor Handle \*\*Impactor Handwheel

## Univalve® Angle Check Valves Class 1690 4225 PSI @ 100°F (291.3 BAR @ 38°C)

### Standard Features

- Available Body Material
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
  - F316, F347 stainless steel.
  - Other material on application.
- Unwelded (graphitic seal) or Welded Cover.
- Angle Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Stainless steel spring. (Optional without spring, see page G14. Stainless steel spring. Spring is not available on F91 Fig. No. 36175 and 36179 valves.)



### Pressure Class 1690 (PN 290)

Fig. No.		Type	Ends	NPS (DN)
Welded	Unweld.			
36175	36275	Angle	Socket Welding	½ (15) thru 2½ (65)
36179	36279	Angle	Buttwelding	½ (15) thru 4 (100)

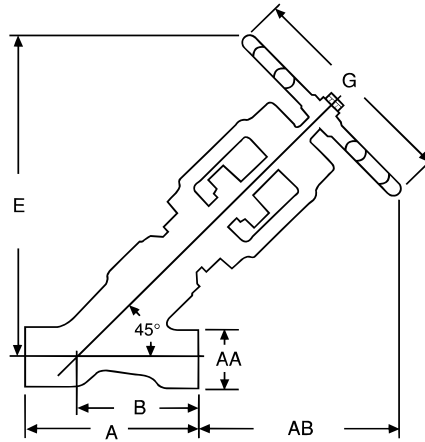
### Dimensions - Angle

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 36175, 36179, 36275, 36279	NPS	½	¾	1	1¼	1½	2	2½	3	4
	DN	15	20	25	32	40	50	65	80	100
AA - Hub Diameter		2.3	2.3	2.3	3.8	3.8	3.6	4.0	4.0	4.8
		58	58	58	97	97	91	102	102	122
B - Center to End		2.5	2.5	2.5	3.6	3.6	4.1	4.5	4.5	5.3
		64	64	64	91	91	104	114	114	135
E - Center to Top		4.6	4.6	4.6	5.7	5.7	6.2	7.2	7.2	7.8
		117	117	117	145	145	157	183	183	198
Weight		8	8	8	21	21	30	41	41	76
		3.6	3.6	3.6	9.5	9.5	13.6	18.6	18.6	34.5

# Univalve® Stop Valves

## Class 2680 6700 PSI @ 100°F (461.9 BAR @ 38°C)



66124

### Standard Features

- Available Body Material
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
  - F316, F347 stainless steel.
  - Other material on application.
- Unwelded (graphitic seal) or welded bonnet.
- OS & Y.
- Y-Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Integral backseat.
- Asbestos free graphitic packing.

### Pressure Class 2680 (PN 460)

Fig. No.		Type	Ends	NPS (DN)
Welded	Unweld.			
66120	66220	Y-Pattern	Threaded*	½ (15) thru 1 (25)
66124	66224	Y-Pattern	Socket Welding	½ (15) thru 2-½ (65)
66128	66228	Y-Pattern	Buttwelding	½ (15) thru 4 (100)

\* Threaded end valves are limited to Pressure Class 2500.

### Dimensions – Globe

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

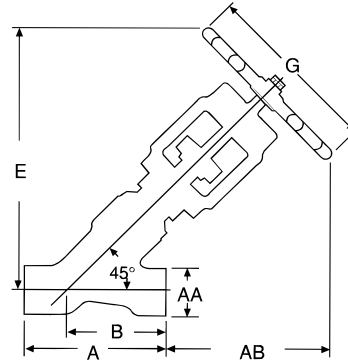
Figure No. 66120, 66124, 66128, 66220, 66224, 66228	NPS	½	¾	1	1-¼	1-½	2	2-½	3	4
	DN	15	20	25	32	40	50	65	80	100
A - End to End		6.0	6.0	6.0	6.7	6.7	10.7	12.8	12.8	12.8
		152	152	152	170	170	272	325	325	325
AA - End Hub Diameter		2.30	2.30	2.30	3.20	3.20	4.00	4.80	4.80	4.80
		58	58	58	81	81	102	122	122	122
AB - Handwheel Clearance, (Open)		7.5	7.5	7.5	9.8	9.8	11.6	11.2	11.2	11.2
		191	191	191	249	249	296	284	284	284
B - Center to End		4.0	4.0	4.0	4.8	4.8	7.1	8.8	8.8	8.8
		102	102	102	122	122	180	224	224	224
E - Center to Top, (Open)		11.5	11.5	11.5	14.6	14.6	18.6	20.0	20.0	20.0
		292	292	292	371	371	472	508	508	508
G - Handwheel/Handle Diameter		8.5	8.5	8.5	11.0*	11.0*	14.3*	16.0**	16.0**	16.0**
		216	216	216	279*	279*	363*	406**	406**	406**
Weight, Welded		19	19	19	34	34	79	142	142	142
		9	9	9	16	16	36	65	65	65
Weight, Unwelded		20	20	20	36	36	83	146	146	146
		9	9	9	17	17	38	66	66	66

\* Impactor Handle \*\* Impactor Handwheel



# Univalve® Stop-Check Valves

## Class 2680 6700 PSI @ 100°F (461.9 BAR @ 38°C)



66164

### Standard Features

- Available Body Material
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
  - F316, F347 stainless steel.
  - Other material on application
- Unwelded (graphitic seal) or welded bonnet.
- OS & Y.
- Y-Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Integral backseat.
- Asbestos-free graphitic packing.

### Pressure Class 2680 (PN 460)

Fig. No.		Type	Ends	NPS (DN)
Welded	Unweld.			
66160	66260	Y-Pattern	Threaded*	½ (15) thru 1 (25)
66164	66264	Y-Pattern	Socket Welding	½ (15) thru 2½ (65)
66168	66268	Y-Pattern	Buttwelding	½ (15) thru 4 (100)

\*Threaded end valves are limited to Pressure Class 2500

### Dimensions – Globe

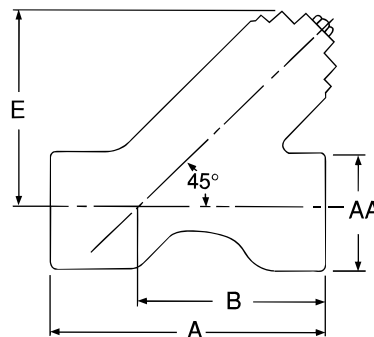
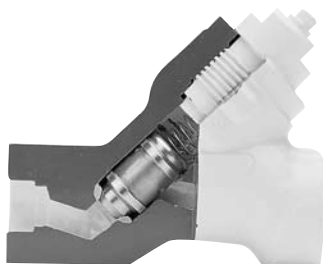
Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 66160, 66164, 66168, 66260, 66264, 66268	NPS	½	¾	1	1¼	1½	2	2½	3	4
	DN	15	20	25	32	40	50	65	80	100
A - End to End		6.0	6.0	6.0	6.7	6.7	10.7	12.8	12.8	12.8
		152	152	152	170	170	272	325	325	325
AA - End Hub Diameter		2.30	2.30	2.30	3.20	3.20	4.00	4.80	4.80	4.80
		58	58	58	81	81	102	122	122	122
AB - Handwheel Clearance (Open)		7.5	7.5	7.5	9.8	9.8	11.6	11.2	11.2	11.2
		191	191	191	249	249	295	284	284	284
B - Center to End		4.0	4.0	4.0	4.8	4.8	7.1	8.8	8.8	8.8
		102	102	102	122	122	180	224	224	224
E - Center to Top (Open)		11.5	11.5	11.5	14.6	14.6	18.6	20.0	20.0	20.0
		292	292	292	371	371	472	508	508	508
G - Handwheel/Handle Diameter		8.5	8.5	8.5	11.0*	11.0*	14.3*	16.0**	16.0**	16.0**
		216	216	216	279*	279*	363*	406**	406**	406**
Weight, Welded		19	19	19	34	34	79	142	142	142
		9	9	9	16	16	36	65	65	65
Weight, Unwelded		20	20	20	36	36	83	146	146	146
		9	9	9	17	17	38	66	66	66

\* Impactor Handle \*\*Impactor Handwheel

## Univalve® Piston Check Valves

### Class 2680 6700 PSI @ 100°F (461.9 BAR @ 38°C)



66174

#### Standard Features

- Available Body Material
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
  - F316, F347 stainless steel.
  - Other material on application.
- Unwelded (graphitic seal) or welded cover.
- Y-Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Stainless steel spring. (Optional without springs, See Technical Information section, 1.3 Check and Stop-Check Valve Installation Guidelines. Spring is not available on F91 Fig. No. 66170, 66174, and 66178 valves.)

#### Pressure Class 2680 (PN 460)

Fig. No.		Type	Ends	NPS (DN)
Welded	Unweld.			
66170	66270	Y-Pattern	Threaded*	½ (15) thru 1 (25)
66174	66274	Y-Pattern	Socket Welding	½ (15) thru 2½ (65)
66178	66278	Y-Pattern	Buttwelding	½ (15) thru 4 (100)

\* Threaded end valves are limited to Pressure Class 2500.

#### Dimensions – Globe

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

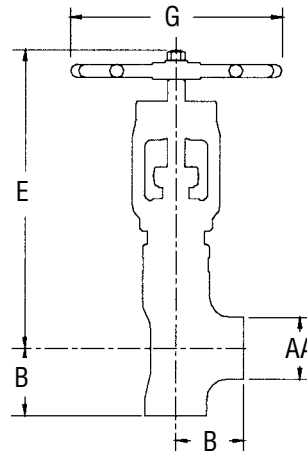
Figure No. 66170, 66174, 66178, 66270, 66274, 66278	NPS	½	¾	1	1¼	1½	2	2½	3	4
	DN	15	20	25	32	40	50	65	80	100
A - End to End		6.0	6.0	6.0	6.7	6.7	10.7	12.8	12.8	12.8
		152	152	152	170	170	272	325	325	325
AA - End Hub Diameter		2.30	2.30	2.30	3.20	3.20	4.00	4.80	4.80	4.80
		58	58	58	81	81	102	122	122	122
B - Center to End		4.0	4.0	4.0	4.8	4.8	7.1	8.8	8.8	8.8
		102	102	102	122	122	180	224	224	224
E - Center to Top (Open)		3.9	3.9	3.9	5.0	5.0	7.0	7.8	7.8	7.8
		99	99	99	127	127	178	198	198	198
Weight		14	14	14	22	22	52	86	86	86
		6	6	6	10	10	24	39	39	39

# Univalve® Angle Stop Valves

## Class 2680 6700 PSI @ 100°F (461.9 BAR @ 38°C)

### Standard Features

- Available Body Material
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
  - F316, F347 stainless steel.
  - Other material on application.
- Unwelded (graphitic seal) or Welded Bonnet.
- OS&Y.
- Angle Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Integral Backseat.
- Asbestos-free graphitic packing.



### Pressure Class 2680 (PN 460)

Fig. No.		Type	Ends	NPS (DN)
Welded	Unweld.			
66125	66225	Angle	Socket Welding	½ (15) thru 2½ (65)
66129	66229	Angle	Buttwelding	½ (15) thru 4 (100)

### Dimensions – Angle

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 66125, 66129, 66225, 66229	NPS	½	¾	1	1¼	1½	2	2½	3	4
	DN	15	20	25	32	40	50	65	80	100
AA - Hub Diameter		2.3	2.3	2.3	3.8	3.8	4.0	4.8	4.8	4.8
		58	58	58	97	97	102	122	122	122
B - Center to End		2.5	2.5	2.5	3.6	3.6	4.5	5.3	5.3	5.3
		64	64	64	91	91	114	135	135	135
E - Center to Top (Open)		11.7	11.7	11.7	14.9	14.9	18.2	19.7	19.7	19.7
		297	297	297	378	378	462	500	500	500
G - Handwheel/Handle Diameter		8.5	8.5	8.5	11.0*	11.0*	14.3*	16.0**	16.0**	16.0**
		216	216	216	279	279	363	406	406	406
Weight, Welded		18	18	18	38	38	76	139	139	139
		8.2	8.2	8.2	17.2	17.2	34.5	63.0	63.0	63.0
Weight, Unwelded		19	19	19	40	40	80	143	143	143
		8.6	8.6	8.6	18.1	18.1	36.3	64.9	64.9	64.9

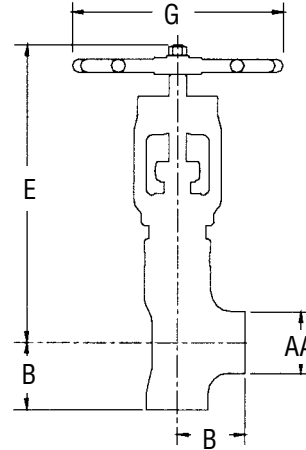
\* Impactor Handle \*\*Impactor Handwheel

## Univalve® Angle Stop-Check Valves

### Class 2680 6700 PSI @ 100°F (461.9 BAR @ 38°C)

#### Standard Features

- Available Body Material
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
  - F316, F347 stainless steel.
  - Other material on application.
- Unwelded (graphitic seal) or Welded Bonnet.
- OS&Y.
- Angle Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Integral Backseat.
- Asbestos-free graphitic packing



#### Pressure Class 2680 (PN 460)

Fig. No.		Type	Ends	NPS (DN)
Welded	Unweld.			
66165	66265	Angle	Socket Welding	½ (15) thru 2½ (65)
66169	66269	Angle	Buttwelding	½ (15) thru 4 (100)

#### Dimensions – Angle

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 66165, 66169, 66265, 66269	NPS	½	¾	1	1¼	1½	2	2½	3	4
	DN	15	20	25	32	40	50	65	80	100
AA - Hub Diameter		2.3	2.3	2.3	3.8	3.8	4.0	4.8	4.8	4.8
		58	58	58	97	97	102	122	122	122
B - Center to End		2.5	2.5	2.5	3.6	3.6	4.5	5.3	5.3	5.3
		64	64	64	91	91	114	135	135	135
E - Center to Top (Open)		11.7	11.7	11.7	14.9	14.9	18.2	19.7	19.7	19.7
		297	297	297	378	378	462	500	500	500
G - Handwheel/Handle Diameter		8.5	8.5	8.5	11.0*	11.0*	14.3*	16.0**	16.0**	16.0**
		216	216	216	279	279	363	406	406	406
Weight, Welded		18	18	18	38	38	76	139	139	139
		8.2	8.2	8.2	17.2	17.2	34.5	63.0	63.0	63.0
Weight, Unwelded		19	19	19	40	40	80	143	143	143
		8.6	8.6	8.6	18.1	18.1	36.3	64.9	64.9	64.9

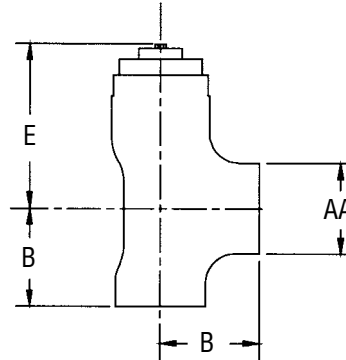
\* Impactor Handle    \*\*Impactor Handwheel

# Univalve® Angle Check Valves

## Class 2680 6700 PSI @ 100°F (461.9 BAR @ 38°C)

### Standard Features

- Available Body Material
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
  - F316, F347 stainless steel.
  - Other material on application.
- Unwelded (graphitic seal) or Welded Cover.
- Angle Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Stainless steel spring. (Optional without spring, see page G14. Spring is not available on F91 Fig. No. 66175 and 66179 valves.)



### Pressure Class 2680 (PN 460)

Fig. No.		Type	Ends	NPS (DN)
Welded	Unweld.			
66175	66275	Angle	Socket Welding	½ (15) thru 2½ (65)
66179	66279	Angle	Buttwelding	½ (15) thru 4 (100)

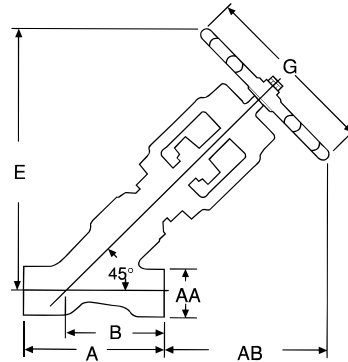
### Dimensions – Angle

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 66175, 66179, 66275, 66279	NPS	½	¾	1	1¼	1½	2	2½	3	4
	DN	15	20	25	32	40	50	65	80	100
AA - Hub Diameter		2.3	2.3	2.3	3.8	3.8	4.0	4.8	4.8	4.8
		58	58	58	97	97	102	122	122	122
B - Center to End		2.5	2.5	2.5	3.6	3.6	4.5	5.3	5.3	5.3
		64	64	64	91	91	114	135	135	135
E - Center to Top		4.6	4.6	4.6	5.7	5.7	7.2	7.8	7.8	7.8
		117	117	117	145	145	183	198	198	198
Weight		8	8	8	23	23	46	76	76	76
		3.6	3.6	3.6	10.4	10.4	20.9	34.5	34.5	34.5

# Univalve® Stop Valves

## Class 4500 11,250 PSI @ 100°F (775.7 BAR @ 38°C)



96124

### Standard Features

- Available Body Material
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
  - F316, F347 stainless steel.
  - Other material on application.
- Unwelded (graphitic seal) or welded bonnet.
- OS & Y.
- Y-Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Integral backseat.
- Asbestos-free graphitic packing.

### Pressure Class 4500 (PN 760)

Fig. No.		Type	Ends	NPS (DN)
Welded	Unweld.			
96124	96224	Y-Pattern	Socket Welding	½ (15) thru 2 (50)
96128	96228	Y-Pattern	Buttwelding	½ (15) thru 4 (100)

### Dimensions – Globe

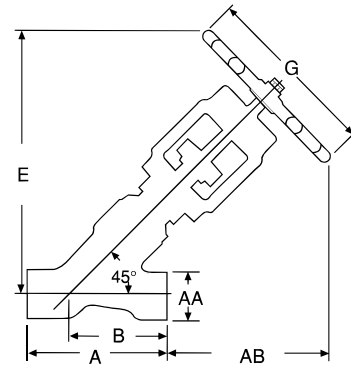
Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 96124, 96128, 96224, 96228	NPS	½	¾	1	1¼	1½	2	2½	3	4
	DN	15	20	25	32	40	50	65	80	100
A - End to End		8.2	8.2	8.2	8.2	8.2	12.8	12.8	12.8	12.8
		208	208	208	208	208	325	325	325	325
AA - End Hub Diameter		3.64	3.64	3.64	3.64	3.64	4.80	4.80	4.80	4.80
		92	92	92	92	92	122	122	122	122
AB - Handwheel Clearance (Open)		7.3	7.3	7.3	7.3	7.3	11.2	11.2	11.2	11.2
		185	185	185	185	185	284	284	284	284
B - Center to End		6.1	6.1	6.1	6.1	6.1	8.8	8.8	8.8	8.8
		155	155	155	155	155	224	224	224	224
E - Center to Top (Open)		13.4	13.4	13.4	13.4	13.4	20.0	20.0	20.0	20.0
		340	340	340	340	340	508	508	508	508
G - Handwheel/Handle Diameter		8.5	8.5	8.5	8.5	8.5	16.0**	16.0**	16.0**	16.0**
		216	216	216	216	216	406**	406**	406**	406**
Weight, Welded		43	43	43	43	43	158	158	158	158
		20	20	20	20	20	72	72	72	72
Weight, Unwelded		45	45	45	45	45	162	162	162	162
		21	21	21	21	21	74	74	74	74

\*\* Impactor Handwheel

# Univalve® Stop-Check Valves

## Class 4500 11,250 PSI @ 100°F (775.7 BAR @ 38°C)



96164

### Standard Features

- Available Body Material
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
  - F316, F347 stainless steel.
  - Other material on application.
- Unwelded (graphitic seal) or welded bonnet.
- OS & Y.
- Y-Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Integral backseat.
- Asbestos-free graphitic packing.

### Pressure Class 4500 (PN 760)

Fig. No.		Type	Ends	NPS (DN)
Welded	Unweld.			
96164	96264	Y-Pattern	Socket Welding	½ (15) thru 2 (50)
96168	96268	Y-Pattern	Buttwelding	½ (15) thru 4 (100)

### Dimensions – Globe

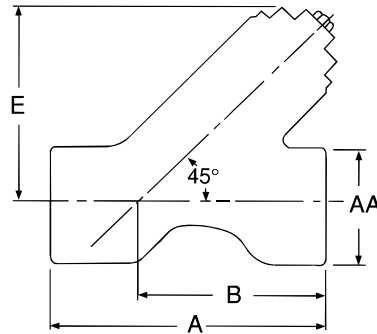
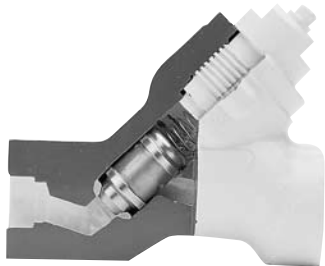
Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 96164, 96168, 96264, 96268	NPS	½	¾	1	1¼	1½	2	2½	3	4
	DN	15	20	25	32	40	50	65	80	100
A - End to End		8.2	8.2	8.2	8.2	8.2	12.8	12.8	12.8	12.8
		208	208	208	208	208	325	325	325	325
AA - End Hub Diameter		3.64	3.64	3.64	3.64	3.64	4.80	4.80	4.80	4.80
		92	92	92	92	92	122	122	122	122
AB - Handwheel Clearance (Open)		7.3	7.3	7.3	7.3	7.3	11.2	11.2	11.2	11.2
		185	185	185	185	185	284	284	284	284
B - Center to End		6.1	6.1	6.1	6.1	6.1	8.8	8.8	8.8	8.8
		155	155	155	155	155	224	224	224	224
E - Center to Top (Open)		13.4	13.4	13.4	13.4	13.4	20.0	20.0	20.0	20.0
		340	340	340	340	340	508	508	508	508
G - Handwheel/Handle Diameter		8.5	8.5	8.5	8.5	8.5	16.0**	16.0**	16.0**	16.0**
		216	216	216	216	216	406**	406**	406**	406**
Weight, Welded		43	43	43	43	43	158	158	158	158
		20	20	20	20	20	72	72	72	72
Weight, Unwelded		45	45	45	45	45	162	162	162	162
		21	21	21	21	21	74	74	74	74

\*\* Impactor Handwheel

# Univalve<sup>®</sup> Piston Check Valves

## Class 4500 11,250 PSI @ 100°F (775.7 BAR @ 38°C)



96174

### Standard Features

- Available Body Material
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
  - F316, F347 stainless steel.
  - Other material on application.
- Unwelded (graphitic seal) or welded cover.
- Y-Pattern.
- Body-guided investment cast Stellite disk.
- Integral Stellite seat.
- Stainless steel spring. (Optional without springs, see page G14. Spring is not available on F91 Fig. No. 96174 and 96178 valves.)

### Pressure Class 4500 (PN 760)

Fig. No.		Type	Ends	NPS (DN)
Welded	Unweld.			
96174	96274	Y-Pattern	Socket Welding	½ (15) thru 2 (50)
96178	96278	Y-Pattern	Buttwelding	½ (15) thru 4 (100)

### Dimensions – Globe

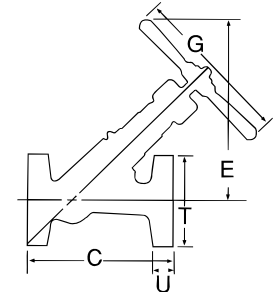
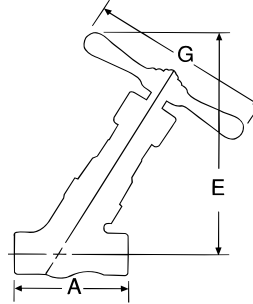
Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 96174, 96178, 96274, 96278	NPS	½	¾	1	1¼	1½	2	2½	3	4
	DN	15	20	25	32	40	50	65	80	100
A - End to End		8.2	8.2	8.2	8.2	8.2	12.8	12.8	12.8	12.8
		208	208	208	208	208	325	325	325	325
AA - End Hub Diameter		3.64	3.64	3.64	3.64	3.64	4.80	4.80	4.80	4.80
		92	92	92	92	92	122	122	122	122
B - Center to End		6.1	6.1	6.1	6.1	6.1	8.8	8.8	8.8	8.8
		155	155	155	155	155	224	224	224	224
E - Center to Top		5.4	5.4	5.4	5.4	5.4	7.9	7.9	7.9	7.9
		137	137	137	137	137	201	201	201	201
Weight		35	35	35	35	35	92	92	92	92
		16	16	16	16	16	42	42	42	42



## Hydraulic Stop Valves 5,000 & 10,000 PSI (345 & 690 BAR) CWP

These hydraulic valves are designed and rated to Flowserve Edward Valves standards. See 3.2 Pressure Ratings in the Technical Information section for additional information.



158

### Standard Features

- Body is of forged alloy steel grade F-11.
- Bonnet is zinc coated for corrosion resistance.
- 13% chromium stainless steel replaceable seat.
- 13% chromium stainless steel stem and swivel needle disk.
- Hardfaced seat and disk standard on Figure 5158 & 9158 valves only.
- Impactor handle, size 1 and larger.
- Buna-N “O” rings at body-bonnet and body seat joints for leak-tight connection.
- Asbestos-free packing.

### 5,000 & 10,000 PSI CWP

FIG. NO.		TYPE	ENDS	NPS (DN)
5,000	10,000			
	158	Globe	Threaded	¼ (6) thru 2 (50)
	158Y	Globe	Socket Welding	
5158		Globe	Flanged† Series 1500	2 (50)
	9158	Globe	Flanged† Series 6BX	2-1/16 (52.4) only

For Pressure up to 10,000 PSI (690 BAR) - Edward high pressure forged steel hydraulic stop valves are used in applications involving high pressures and with temperatures to 300°F (149°C). They provide fast, certain shut-off or accurate pressure control, give long life, reduce replacement costs and lower maintenance time.

### Dimensions

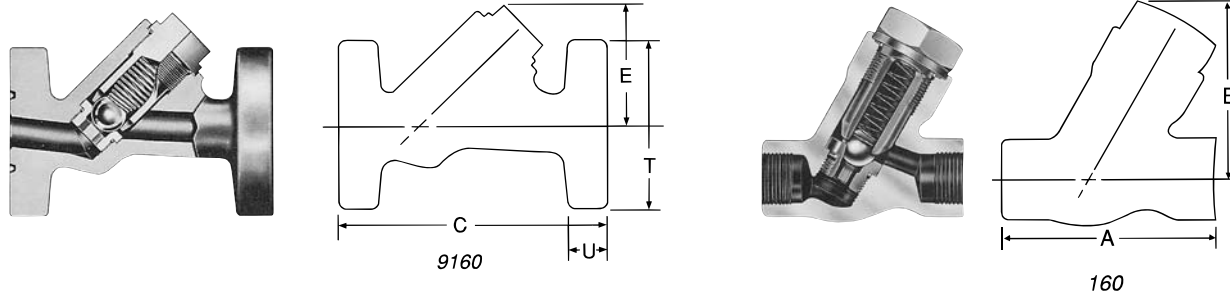
Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 158/158Y, 5158, 9158	NPS	¼	3/8	½	¾	1	1¼	1½	2	2 (5158)	2-1/16†
	DN	8	10	15	20	25	40	40	50	50	52.4
A - End to End, Globe		3.8	3.8	3.8	4.5	5.1	7.5	7.5	9	—	—
		97	97	97	114	130	191	191	229	—	—
C - Contact Face to Contact Face		—	—	—	—	—	—	—	—	13.4	13.3
		—	—	—	—	—	—	—	—	340	338
E - Center to Top, (Open)		8.4	8.4	8.4	9.6	12	14.1	14.1	18	17.9	17.9
		213	213	213	244	305	358	358	457	455	455
G - Handwheel/Handle Diameter		5.4	5.4	5.4	6.4	11*	11*	11*	14*	14*	14*
		134	137	137	163	279	279	279	356	356	356
T - Flange Diameter		—	—	—	—	—	—	—	—	8.5	7.9
		—	—	—	—	—	—	—	—	216	201
U - Flange Thickness		—	—	—	—	—	—	—	—	1.8	1.7
		—	—	—	—	—	—	—	—	46	43
Diameter of Ring Groove & Groove Number		—	—	—	—	—	—	—	—	3¼-#24	BX-152
		—	—	—	—	—	—	—	—	—	—
Diameter of Bolt Circle		—	—	—	—	—	—	—	—	6.5	6.25
		—	—	—	—	—	—	—	—	165	160
Bolts		—	—	—	—	—	—	—	—	(8)-7/8	(8)-¾
		—	—	—	—	—	—	—	—	—	—
Weight		5.1	5.1	5.1	6.8	12.5	32	32	53	120	124
		2.3	2.3	2.3	3.1	5.6	14.4	14.4	23.9	54	55.8

† Flanges, Ring Joint Facings and Drilling according to A.P.I. standards. Size depicts flange size only and not port size. \* Impactor Handle.

## Hydraulic Check Valves 5,000 & 10,000 PSI (345 & 690 BAR) CWP

These hydraulic valves are designed and rated to Flowserve Edward Valve standards. See 3.2 Pressure Ratings in the Technical Information section for additional information.



### Standard Features

- Body is of forged alloy steel grade F-11.
- Carbon steel cover has a long guide for accurate ball disk seating.
- Seat and ball are 13% chromium stainless steel.
- Hardfaced seat standard on figure 5160 and 9169 only.
- Ball is precision ground for tight seating.
- Stainless steel spring capable of seating the ball disk in viscous fluids.
- Body-cover and body-seat joints have Buna-N “O” rings for leak tight connections.

### 5,000 & 10,000 PSI CWP

FIG. NO.		TYPE	ENDS	NPS (DN)
5,000	10,000			
	160	Globe	Threaded	¼ (6) thru 2 (50)
	160Y	Globe	Socket Welding	
5160		Globe	Flanged* Series 1500	2 (50)
	9160	Globe	Flanged* Series 6BX	2-½ (52.4) only

*Recommended for use with high viscosity fluids only.*

*For pressure up to 10,000 PSI (690 BAR) - Edward high pressure forged steel hydraulic check valves are used in applications involving high pressures and with temperatures to 300°F (149°C).*

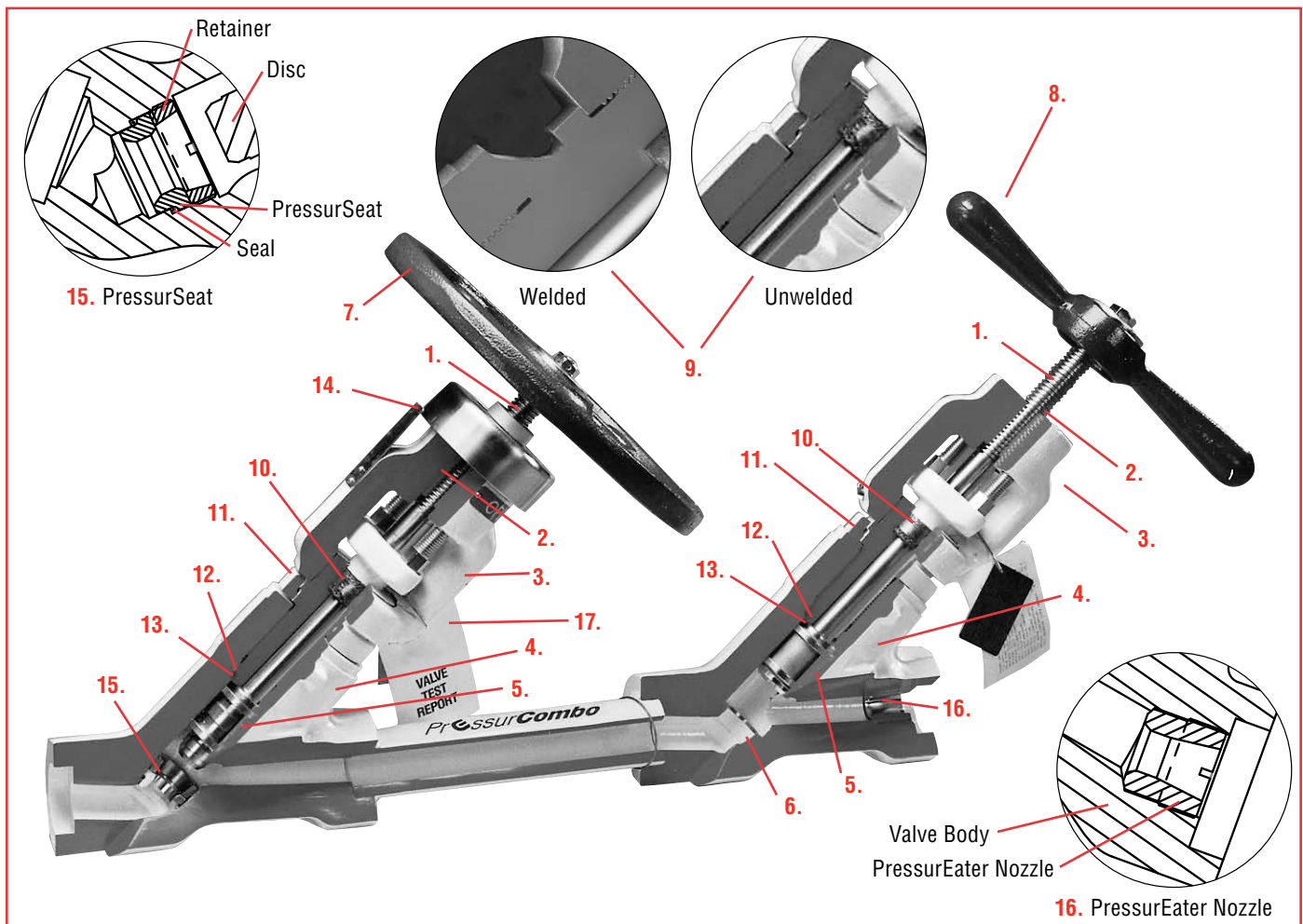
### Dimensions

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 160/160Y, 5160, 9160	NPS	¼	⅜	½	¾	1	1¼	1½	2	2 (5150)	2-½
	DN	8	10	15	20	25	40	40	50	50	52.4
A - End to End		3.8	3.8	3.8	4.5	5.1	7.5	7.5	9	—	—
		97	97	97	114	130	191	191	229	—	—
C - Contact Face to Contact Face		—	—	—	—	—	—	—	—	13.4	13.3
		—	—	—	—	—	—	—	—	340	338
E - Center to Top		3	3	3	3.3	4.4	5.2	5.2	7.3	6.1	6.1
		76	76	76	84	112	132	132	185	155	155
T - Flange Diameter		—	—	—	—	—	—	—	—	8.5	7.9
		—	—	—	—	—	—	—	—	216	201
U - Flange Thickness		—	—	—	—	—	—	—	—	1.8	1.7
		—	—	—	—	—	—	—	—	46	43
Diameter of Ring Groove & Groove Number		—	—	—	—	—	—	—	—	3¾-#24	BX-152
		—	—	—	—	—	—	—	—	95	—
Diameter of Bolt Circle		—	—	—	—	—	—	—	—	6.5	6.25
		—	—	—	—	—	—	—	—	165	159
Bolts		—	—	—	—	—	—	—	—	(8)-7/8	(8)-¾
		—	—	—	—	—	—	—	—	—	—
Weight		2.6	2.6	2.6	4	7	19	19	34	101	105
		1.2	1.2	1.2	1.8	3.2	8.6	8.6	15.3	45.5	47.3

\* Flanges, Ring Joint Facings and Drilling according to A.P.I. standards. Size depicts flange size only and not port size.

## Features and Description of Edward PressurCombo Valves



Note: Also available as a single valve.

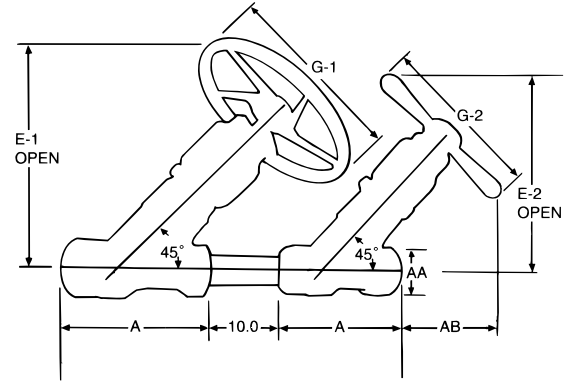
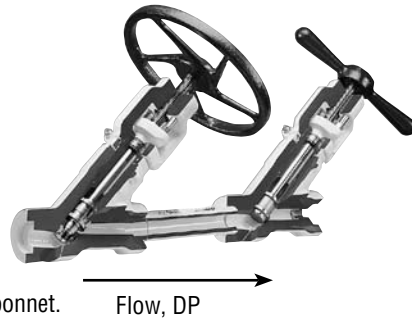
1. **Stem** has ACME threads, is ground to a fine finish and is hardened to resist wear.
2. **Yoke** bushing material has low coefficient of friction which substantially reduces torque and stem wear and eliminates galling. Mechanical upset locks bushing to yoke.
3. **Yoke-bonnet** assembly is two-piece to facilitate disassembly for faster in-line internal repairs.
4. **Inclined stem** construction and optimum flow shape minimizes flow direction changes and reduces pressure drop.
5. **Body-guided disk** utilizes anti-thrust rings to eliminate misalignment, galling and stem bending.
6. **Integral hardsurfaced seat** provides positive shutoff and long seat life.
7. **Handwheel** is rugged and knobbed to provide sure grip even when wearing gloves.
8. **Impactor handle** provides many times the closing force of an ordinary handwheel for positive seating.
9. **Threaded bonnet** has ACME threads for resistance to galling and ease of disassembly.
10. **Stem packing** system utilizes flexible graphite packing material with carbon fiber anti-extrusion rings for optimum sealability and life.
11. **Bonnet locking collar**.
12. **Bonnet seal ring** is die formed flexible graphite seated to a prescribed bonnet torque to provide reliable bonnet seal.
13. **Integral backseat** provides a secondary stem seal backup for positive shutoff and leak protection.
14. **Position indicator** provides positive indication of closed valve.
15. **PressurSeat** features live-loaded, pressure-energized Stellite seat, providing tight shut-off under varying pressures and temperatures.
16. **PressurEater nozzle** prevents excess wear on valve seat.
17. **Valve test report** is an actual report of the individual valve hydrostatic test.
18. **Nameplate** contains all relevant data for operational and maintenance records.

# PressurCombo Class 1690 4225 PSI @ 100°F (291.3 BAR @ 38°C)

Maximum Recommended Differential Pressure = 4200 Psi (289.7 Bar)

## Standard Features

- Available Body Material
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
- Available as tandem assembly or individual valves.\*\*
- Unwelded (graphitic seal) or welded bonnet.
- OS & Y.
- Y-Pattern.
- Body-guided investment cast Stellite disk.
- Investment cast Stellite seat in PressurSeat and PressurCombo.
- Integral Stellite seat in PressurEater.
- PressurEater & PressurCombo have outlet choke/nozzles.
- Integral Stellite backseat.
- Asbestos-free graphitic packing.
- PressurSeat and PressurCombo have position indicators.



## Pressure Class 1690 (PN 290)

FIG. NO.		TYPE	ENDS	NPS (DN)
WELDED	UNWELD.			
**36124	**36224	Y-Pattern	Socket Welding	½ (15) thru 2 (50)
**36128	**36228	Y-Pattern	Buttwelding	2½ (65) thru 4 (100)

\*\* DS36xxx PressurSeat Inv. cast Stellite seat  
 DE36xxx PressurEater Integral Stellite seat, choke  
 DC36xxx PressurCombo Inv. cast Stellite seat, choke

## Dimensions - Globe

Black numerals are in inches and pounds  
 Colored numerals are in millimeters and kilograms

Figure No. **36124, **36128, **36224, **36228	NPS	½	¾	1	1¼	1½	2	2½	3	4
	DN	15	20	25	32	40	50	65	80	100
A - End to End		6	6	6	6.7	6.7	8.2	10.7	10.7	12.8
		152	152	152	170	170	208	272	272	325
AA - End Hub Diameter		3.20	3.20	3.20	3.20	3.20	3.64	4.00	4.00	4.8
		81	81	81	81	81	92	102	102	122
AB - Handwheel Clearance, (Open)		7.8	7.8	7.8	9.8	9.8	11.6	12.5	12.5	11.2
		198	198	198	249	249	295	318	318	284
E - 1 Center to Top, (Open)		12.2	12.2	12.2	13.7	13.7	17.1	20.3	20.3	20.7
		310	310	310	348	348	434	516	516	526
E - 2 Center to Top (Open)		12.1	12.1	12.1	14.6	14.6	17.7	19.6	19.6	20.0
		307	307	307	371	371	450	498	498	508
G - 1 Handwheel/Handle Diameter		8.5	8.5	8.5	8.5	8.5	14.0	18.0	18.0	18.0
		216	216	216	216	216	356	457	457	457
G - 2 Handwheel/Handle Diameter		8.5	8.5	8.5	11.0*	11.0*	14.3*	16.0**	16.0**	16.0**
		216	216	216	279	279	363*	406**	406**	406**
Weight, Welded (Tandem DS/DE)		51	51	51	79	79	124	210	210	286
		23	23	23	36	36	56	95	95	130
Weight, Unwelded (Tandem DS/DE)		53	53	53	83	83	128	218	218	294
		24	24	24	38	38	58	99	99	133

\* Impactor Handle \*\* Impactor Handwheel

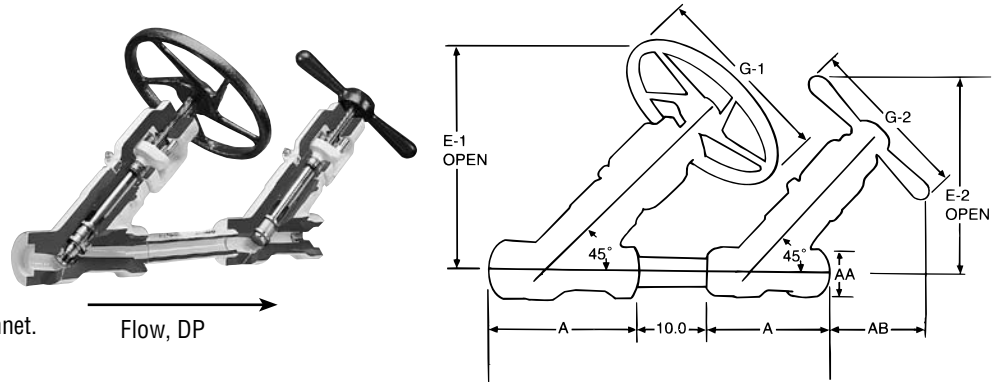
Flow coefficients are listed on page G32.

## PressurCombo Class 2680 6700 PSI @ 100°F (461.9 BAR @ 38°C)

Maximum Recommended Differential Pressure = 4500 psi (310.3 bar)

### Standard Features

- Available Body Material
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
- Available as tandem assembly or individual valves.\*\*
- Unwelded (graphitic seal) or welded bonnet.
- OS & Y.
- Y-Pattern.
- Body-guided investment cast Stellite disk.
- Investment cast Stellite seat in PressurSeat and PressurCombo.
- Integral Stellite seat in PressurEater.
- PressurEater & PressurCombo have outlet choke/nozzles.
- Integral Stellite backseat.
- Asbestos-free graphitic packing.
- PressurSeat and PressurCombo have position indicators.v



### Pressure Class 2680 (PN 460)

FIG. NO.		TYPE	ENDS	NPS (DN)
WELDED	UNWELD.			
**66124	**66224	Y-Pattern	Socket Welding	½ (15) thru 2 (50)
**66128	**66228	Y-Pattern	Buttwelding	2½ (65) thru 4 (100)

\*\*DS66xxx PressurSeat Inv. cast Stellite seat  
 DE66xxx PressurEater Integral Stellite seat, choke  
 DC66xxx PressurCombo Inv. cast Stellite seat, choke

### Dimensions - Globe

Black numerals are in inches and pounds  
 Colored numerals are in millimeters and kilograms

Figure No. **66124, **66128, **66224, **66228,	NPS	½	¾	1	1¼	1½	2	2½	3	4
	DN	15	20	25	32	40	50	65	80	100
A - End to End		6	6	6	6.7	6.7	10.7	12.8	12.8	12.8
		152	152	152	170	170	272	325	325	325
AA - End Hub Diameter		3.20	3.20	3.20	3.20	3.20	4.00	4.80	4.80	4.80
		81	81	81	81	81	102	122	122	122
AB - Handwheel Clearance (Open)		7.8	7.8	7.8	9.8	9.8	11.6	11.2	11.2	11.2
		198	198	198	249	249	295	285	285	285
E - 1 Center to Top (Open)		12.2	12.2	12.2	13.7	13.7	18.5	20.7	20.7	20.7
		310	310	310	348	348	470	526	526	526
E - 2 Center to Top (Open)		12.1	12.1	12.1	14.6	14.6	18.6	20.0	20.0	20.0
		307	307	307	371	371	472	508	508	508
G - 1 Handwheel/Handle Diameter		8.5	8.5	8.5	8.5	8.5	14	18	18	18
		216	216	216	216	216	356	457	457	457
G - 2 Handwheel/Handle Diameter		8.5	8.5	8.5	11*	11*	14.3*	16**	16**	16**
		216	216	216	279*	279*	363*	406**	406**	406**
Weight, Welded (Tandem DS/DE)		51	51	51	79	79	167	298	298	298
		23	23	23	36	36	76	135	135	135
Weight, Unwelded (Tandem DS/DE)		53	53	53	83	83	169	306	306	306
		24	24	24	38	38	77	139	139	139

\* Impactor Handle \*\* Impactor Handwheel

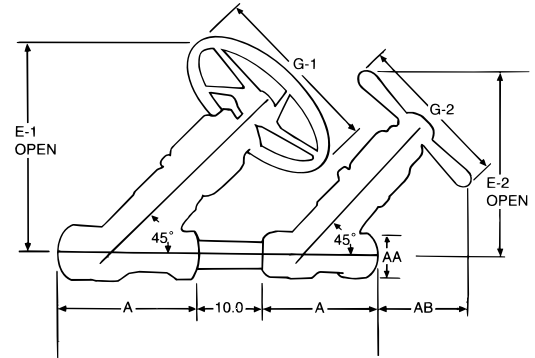
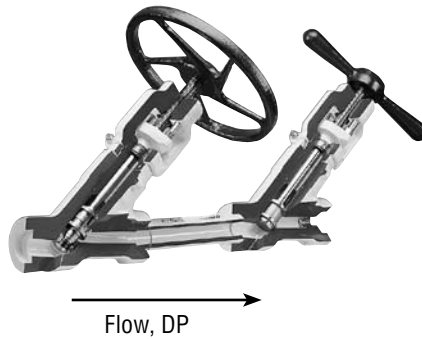
Weights are listed for tandem assembly combo. Flow coefficients are listed on page G32.

# PressurCombo Class 4500 11,250 PSI @ 100°F (775.7 BAR @ 38°C)

Maximum Recommended Differential Pressure = 5000 psi (344.8 bar)

## Standard Features

- Available Body Material
  - A105 carbon steel.
  - F22 alloy steel.
  - F91 alloy steel.
- Available as tandem assembly or individual valves.\*\*
- Unwelded (graphitic seal) or welded bonnet.
- OS & Y.
- Y-Pattern.
- Body-guided investment cast Stellite disk.
- Investment cast Stellite seat in PressurSeat and PressurCombo.
- Integral Stellite seat in PressurEater.
- PressurEater & PressurCombo have outlet choke/nozzles.
- Integral Stellite backseat.
- Asbestos-free graphitic packing.
- PressurSeat and PressurCombo have position indicators.



## Pressure Class 4500 (PN 760)

FIG. NO.		TYPE	ENDS	NPS (DN)
WELDED	UNWELD.			
**96124	**96224	Y-Pattern	Socket Welding	½ (15) thru 2 (50)
**96128	**96228	Y-Pattern	Buttwelding	2½ (65) thru 4 (100)

\*\*DS96xxx PressurSeat      Inv. cast Stellite seat  
 DE96xxx PressurEater      Integral Stellite seat, choke  
 DC696xxx PressurCombo      Inv. cast Stellite seat, choke

## Dimensions - Globe

Black numerals are in inches and pounds  
 Colored numerals are in millimeters and kilograms

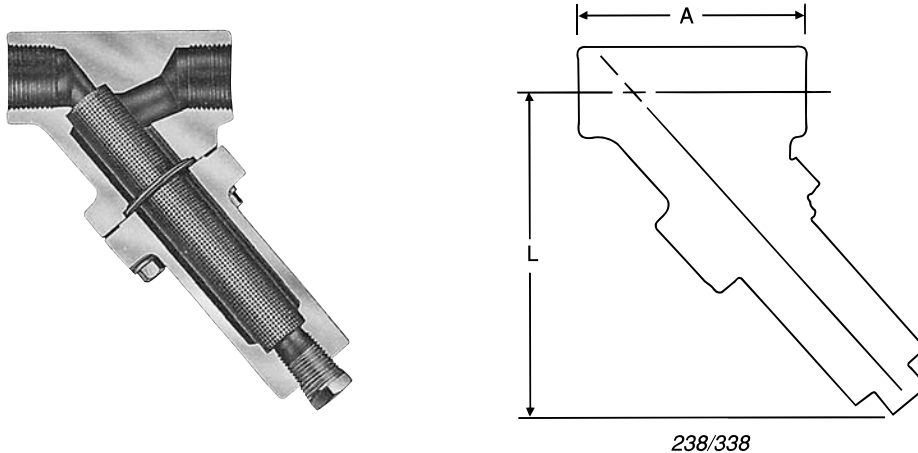
Figure No. **96124, **96128, **96224, **96228	NPS	½	¾	1	1¼	1½	2	2½	3	4
	DN	15	20	25	32	40	50	65	80	100
A - End to End		8.2	8.2	8.2	8.2	8.2	12.8	12.8	12.8	12.8
		208	208	208	208	208	325	325	325	325
AA - End Hub Diameter		3.64	3.64	3.64	3.64	3.64	4.80	4.80	4.80	4.80
		92	92	92	92	92	122	122	122	122
AB - Handwheel Clearance (Open)		7.3	7.3	7.3	7.3	7.3	11.2	11.2	11.2	11.2
		185	185	185	185	185	284	284	284	284
E - 1 Center to Top (Open)		13.1	13.1	13.1	13.1	13.1	19.1	19.1	19.1	19.1
		333	333	333	333	333	485	485	485	485
E - 2 Center to Top (Open)		13.4	13.4	13.4	13.4	13.4	20.0	20.0	20.0	20.0
		340	340	340	340	340	508	508	508	508
G - 1 Handwheel/Handle Diameter		8.5	8.5	8.5	8.5	8.5	14.0	14.0	14.0	14.0
		216	216	216	216	216	356	356	356	356
G - 2 Handwheel/Handle Diameter		8.5	8.5	8.5	8.5	8.5	16.0**	16.0**	16.0**	16.0**
		216	216	216	216	216	406**	406**	406**	406**
Weight, Welded (Tandem DS/DE)		90	90	90	90	90	320	320	320	320
		41	41	41	41	41	145	145	145	145
Weight, Unwelded (Tandem DS/DE)		94	94	94	94	94	328	328	328	328
		43	43	43	43	43	149	149	149	149

\*\* Impactor Handwheel

Flow coefficients are listed on page G32.

## Strainers Class 800 2000 PSI @ 100°F (137.9 BAR @ 38°C) Series 1500 3600 PSI @ 100°F (248.3 BAR @ 38°C)

The Class 800 Strainers are rated in accordance with ASME/ANSI B16.34 criteria. The Series 1500 Strainers are designed and rated to Flowserve Edward Valves standards. See 3.2 Pressure Ratings in the Technical Information section for additional information.



### Standard Features

- Bodies and covers are of forged carbon steel.
- Screen is stainless steel.
- Screen specification (400, .027 dia. holes per square inch).
- Removable drain plug for easy cleaning.

### Pressure Class 800 (PN 130) and Series 1500

FIG. NO.		ENDS	NPS (DN)
800	1500		
238	338	Threaded	¼ (8) thru 2 (50)
238Y	338Y	Socket Welding	

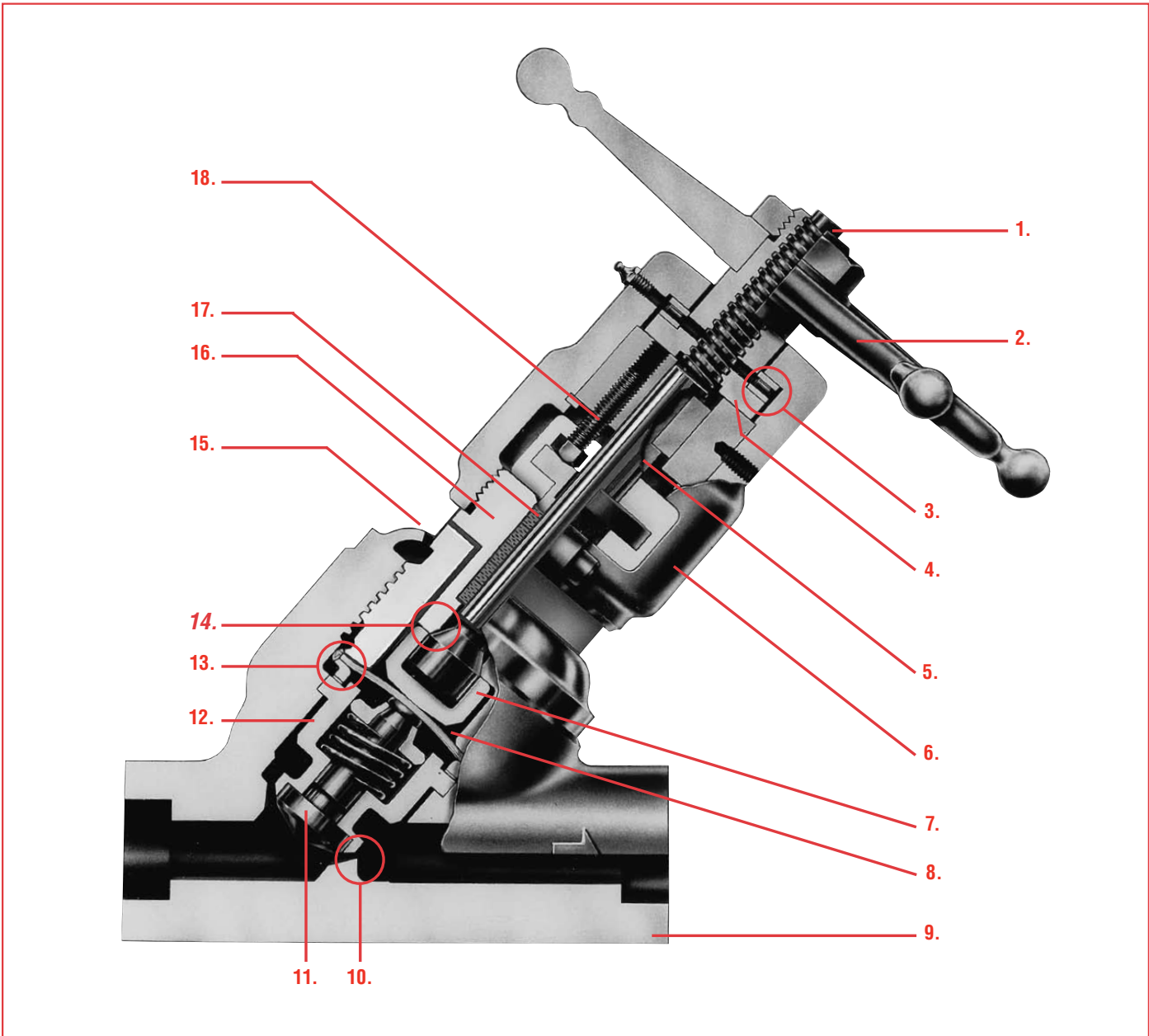
### Dimensions – Globe & Angle

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 238/238Y, 338/338Y	NPS	¼	3/8	½	¾	1	1¼	1½	2
	DN	8	10	15	20	25	32	40	50
A - End to End		3	3	3	3.6	4.3	5.8	5.8	6.5
		76	76	76	91	109	147	147	165
L - Center to Bottom		3.4	3.4	3.4	4.8	6.1	10.4	10.4	12.1
		86	86	86	122	155	264	264	307
Plug Size (NPT)		¼	¼	¼	¼	½	½	½	½
		6	6	6	6	13	13	13	13
Weight		2	2	2	4	6	13	13	20
		.9	.9	.9	1.8	2.7	5.9	5.9	9

*Special interior surface preparation for corrosive and erosive water services available on size 1 (DN 25) only.*

***Features and Descriptions of Edward Hermavalue® Hermetically-Sealed Valves***





## Features and Descriptions of Edward Hermavalve® Hermetically-Sealed Valves

1. **Position indicator** shows whether the valve is open or closed.
2. **Handwheel** is rugged and knobbed to permit sure grip even when wearing gloves.
3. **Needle thrust bearings** minimize torque. Their upper yoke location protects from heat and allows lubrication.
4. **Yoke bushing.** Revolving bushing of aluminum bronze material has low coefficient of friction, substantially reduces torque, stem wear and eliminates galling.
5. **Non-revolving stem** is stainless steel. It is ground to a fine finish and keyed to the yoke to prevent rotation and torsional stress on the diaphragm.
6. **Yoke** of carbon steel.
7. **Diaphragm disk** is a unique patented shape which maximizes diaphragm life.
8. **Diaphragm** of multi-ply flexible metal provides a reliable primary stem seal.
9. **Body** with inclined stem construction and unique flow shape minimizes flow directional changes and cuts pressure drop.
10. **Integral hardfaced seat** of hard, heat resistant hardfacing material is integrally welded to the body.
11. **Solid Stellite disk** assures maximum seating life.
12. **Disk guide assembly** assures disk/seat alignment. Its completely encapsulated spring assures full disk life.
13. **Diaphragm seal weld** is a unique seal weld which makes the diaphragm an integral part of the bonnet and eliminates a potential leak path past the stem.
14. **Backseat** provides a secondary stem seal backup.
15. **Body-bonnet seal** features leak-proof seal-welded construction. The weld is for seal only; the threaded section carries the pressure load. Canopy weld in stainless steel; fillet weld in carbon steel.
16. **Bonnet** is barstock steel with gall-resistant Acme threads to ensure easy disassembly from body.
17. **Backup packing** with O.S. & Y. design allows for inspection or addition of packing without disassembling valve.
18. **Adjustable gland screws** with O.S. & Y. design allow for easy access to packing adjustment if necessary.

**What is a Hermavalve?** A Hermavalve is a hermetically sealed valve that cannot leak to the environment. The Edward Hermavalve cannot leak because it is double seal welded:

1. The multi-ply flexible metal diaphragm is seal welded to the bonnet.
2. The body-to-bonnet joint is also seal welded.

This patented construction eliminates any potential leakage through a mechanical joint. It is more than just packless, it is hermetically sealed.

**Zero leakage to environment** — Welded, heretic design and dependable metal diaphragm help to ensure zero leakage for the life of the valve. In approved services the valve is warranted against leakage to the environment.

**High efficiency flow-shape** — Unique flow shape assures high  $C_v$  comparable to or greater than conventionally packed valves — proven by extensive flow testing.

**Non-revolving stem design** — Assures lowest possible operating torque and is the only absolute method of avoiding diaphragm damage caused by rotational forces from a revolving stem.

**Two backup stem seals** — 1) Packing and 2) backseat provide redundancy in backup seals.

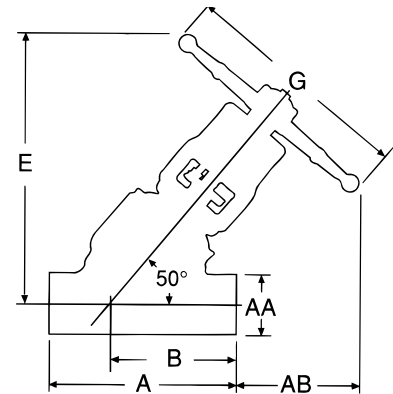
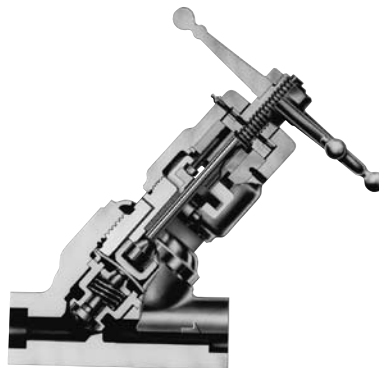
## Part Specification List For Edward Hermavalve®

DESCRIPTION	ASTM NO.	ASTM NO.	ASTM NO.
Body	A-105	A-182 Grade F22	A-182 Grade F316
Disk	A-565 Grade 615	A-565 Grade 615	A-732 Grade 21
Body Seat	Stellite 21	Stellite 21	Stellite 21
Stem	A-479 T410 Class 3	A-479 T410 Class 3	A-479 T410 Class 3
Junk Ring	A-582 T416	A-582 T416	A-582 T416
Bonnet	A-696 Grade C	A-739 Grade B22	A-479 T316
Yoke Bolt	A-307 Grade A	A-307 Grade A	A-307 Grade A
Packing	Flexible Graphite System	Flexible Graphite System	Flexible Graphite System
Gland	A-696 Grade C	A-696 Grade C	A-696 Grade C
Retaining Ring	Nickel Plated Steel	Nickel Plated Steel	Nickel Plated Steel
Gland Adjusting Screw	A-193 Grade B6	A-193 Grade B6	A-194 Grade B6
Stem Guide Bushing	A-696 Grade C Nickel Plated	A-696 Grade C Nickel Plated	A-696 Grade C Nickel Plated
Yoke Bolt Nut	A-563 Grade A	A-563 Grade A	A-563 Grade A
Yoke	A-216 Grade WCB	A-216 Grade WCB	A-216 Grade WCB
Yoke Bushing	B-150 Alloy C61900 or C62300	B-150 Alloy C61900 or C62300	B-150 Alloy C61900 or C62300
Drive Pin	Alloy Steel	Alloy Steel	Alloy Steel
Key	A-331 Grade 4140	A-331 Grade 4140	A-331 Grade 4140
Spring Housing	A-582 T416	A-582 T416	A-479 T316
Diaphragm Ring	A-696 Grade C	A-739 Grade B22	A-479 T316
Diaphragm Assembly	B-670 Alloy 718 (Inconel)	B-670 Alloy 718 (Inconel)	B-670 Alloy 718 (Inconel)
Diaphragm Disk	A-732 Grade 21	A-732 Grade 21	A-732 Grade 21
Shims	A-167 T316	A-167 T316	A-167 T316
Disk Collar	A-565 Grade 615	A-565 Grade 615	A-479 T316
Spring	Inconel X-750	Inconel X-750	Inconel X-750
Handwheel	Malleable or Ductile Iron	Malleable or Ductile Iron	Malleable or Ductile Iron
Handwheel Nut	Steel	Steel	Steel
Indicator	A-479 T316	A-479 T316	A-479 T316
Thrust Bearing	Steel	Steel	Steel
Lube Fitting	Steel	Steel	Steel

# Hermavalue® Hermetically-Sealed Valves

## Standard Features

- Available Body Material
  - A105 carbon steel.
  - F22 alloy steel.
  - F316 stainless steel.
- Seal welded diaphragm and seal welded body/bonnet joint.
- OS & Y.
- Y-Pattern.
- Non-revolving stem with position indicator.
- Back-up asbestos-free graphitic packing and secondary stem backseat.
- Integral backseat.
- Knobbed handwheel.



## Pressure Class 1690 (PN 290)

FIG. NO.	TYPE	ENDS	PORT	NPS (DN)
16004	Y-Pattern	Socket Welding	Regular	½ (15) thru 2 (50)
16008	Y-Pattern	Buttwelding	Regular	
16014	Y-Pattern	Socket Welding	Reduced	1 (25) thru 2½ (40)
16018	Y-Pattern	Buttwelding	Reduced	

## Dimensions

Black numerals are in inches and pounds  
Colored numerals are in millimeters and kilograms

Figure No. 16004, 16008, 16014, 16018	NPS	½	¾	1	1½	2	1	1½*	2	2½
	DN	15	20	25	40	50	25	40	50	65
A - End to End		5.5	5.5	6.62	8.7	10	5.5	6.62	8.7	10
		140	140	168	220	254	140	168	220	254
AA - End Hub Diameter		2.06	2.06	2.12	3.4	3.4	2.06	2.12	3.4	3.4
		52	52	54	86	86	52	54	86	86
AB - Handwheel Clearance (Open)		4.62	4.62	5.69	9.06	10.88	4.62	5.69	9.06	10.88
		117	117	145	230	276	117	145	230	276
E - Center to Top		9.12	9.12	11.19	16	18.5	9.12	11.19	16	18.5
		232	232	284	406	470	232	284	406	470
B - Center to End		3.8	3.8	4.62	6	6.86	3.8	4.62	6	6.86
		97	97	117	152	174	97	117	152	174
G - Handwheel Diameter		7.12	7.12	8.5	11.5	15	7.12	8.5	11.5	15
		181	181	216	292	381	181	216	292	381
Weight		18	18	30	73	106	18	30	73	106
		8	8	14	33	48	8	14	33	48

\*Available in butt weld only.

## ***Accessories – Forged Steel***

The following “accessories” or “options” are available for Edward Forged Steel Valves. Consult your Flowserve sales representative for specific details.

### ***Custom Paint***

Unless otherwise specified Edward Cast and Forged (carbon or alloy) Steel Valves are painted with a high temperature aluminum lacquer paint. Upon special order Edward Valves can be provided with customer specified paints or coatings.

### ***Leakoff***

The left half of the schematic to the left depicts a typical Leakoff arrangement including lantern gland and upper and lower packing sets. This double packing arrangement provides added protection against packing leaks.

### ***Locking Devices***

Edward Valves can be provided with padlock & chain or other locking devices as specified.

### ***Position Indicators & Limit Switches***

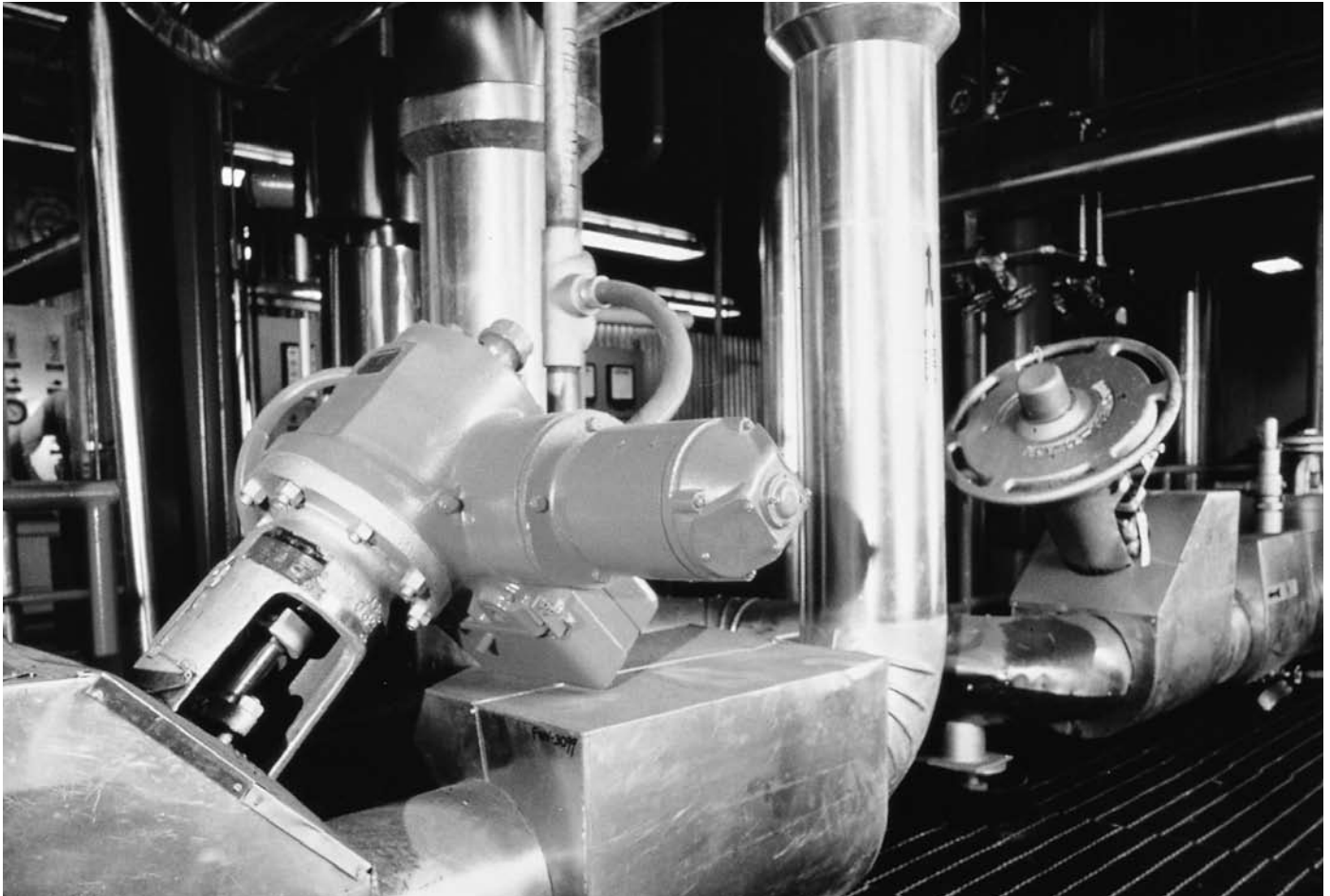
If required, Edward Valves can be fitted with a variety of position indicators and/or limit switches for remote indication.

### ***Soft Seats***

This option is available for both Forged and Cast Steel Globe and Check Valves on a limited basis.

The disk face can be fitted with a soft seat or insert when drop tight sealing is a must. However, some limitations (temperature, differential pressure, radiation) may apply. Consult your Flowserve Edward Valves representative for more information.

## ***Actuators – Forged Steel***



Flowserve Edward Valves supplies actuators for Edward forged and cast steel valves when alternate sources of power are required to open, close or maintain an intermediate position in the valve.

The most commonly used actuators are: electric, pneumatic, hydraulic, manual gear, or a stored energy gas hydraulic used in nuclear applications. Most Edward valves can be equipped with an actuator, if required. Where specific or special customer requirements are needed, Flowserve engineering and expertise with all types of actuators can be applied and adapted to meet the most rigid codes.

The following information on page 70 will allow Flowserve engineers to correctly size and select the proper motor actuator for your application.



## Required Information for Motor Actuators

### 1. OPERATING PRESSURES:

- A) PRESSURE UNDER SEAT = \_\_\_\_\_ psig
- B) PRESSURE OVER SEAT = \_\_\_\_\_ psig
- C) PRESSURE DIFFERENTIAL = \_\_\_\_\_ psig

### 2. MOTOR POWER SUPPLY\*:

- A) AC = \_\_\_\_\_ V. \_\_\_\_\_ HZ. \_\_\_\_\_ PH. \_\_\_\_\_
- B) DC = \_\_\_\_\_ V.

\*STANDARD VOLTAGE VARIANCE  $\pm$  10%, IF OTHERWISE, PLEASE INDICATE

3. LIMIT SWITCH, TOTAL QUANTITY OF CONTACTS = \_\_\_\_\_

4. DOUBLE TORQUE SWITCH IS STANDARD.

5. CONTROL POWER SUPPLY TO SWITCH COMPARTMENT = \_\_\_\_\_

### 6. CLOSING TIME:

- A) STANDARD (GLOBE VALVES APPROX. 4 IN./MIN., GATE VALVES APPROX. 12 IN./MIN. STEM SPEED.)
- B) SPECIAL \_\_\_\_\_ INDICATE REQUIRED CLOSING TIME: \_\_\_\_\_

### 7. OPTIONAL EQUIPMENT: (PLEASE INDICATE REQUIRED OPTIONS)

- A) MECHANICAL DIAL POSITION INDICATOR
- B) EXTRA TERMINALS
- C) REVERSING MOTOR CONTROLLER: \_\_\_\_\_ INTEGRAL OR \_\_\_\_\_ NON-INTEGRAL.
- D) PUSH-BUTTON STATION: \_\_\_\_\_ INTEGRAL OR \_\_\_\_\_ NON-INTEGRAL.
- E) POSITION TRANSMITTER, INDICATE TYPE \_\_\_\_\_
- F) POSITION RECEIVER \_\_\_\_\_
- H) OTHERS \_\_\_\_\_

8. AMBIENT CONDITIONS: \_\_\_\_\_

9. NEMA RATING: STANDARD IS NEMA 4 (WEATHERPROOF), IF OTHERWISE, PLEASE LIST

### 10. STEM POSITION OF INSTALLED VALVE:

- A) VERTICAL UP-RIGHT \_\_\_\_\_
- B) VERTICAL UP-SIDE DOWN \_\_\_\_\_
- C) HORIZONTAL \_\_\_\_\_

Data in the Table above represents the minimum information that should be provided when ordering a valve equipped with a motor operator.

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## Material Chemical Analysis (ASTM) for Edward Valves

MATERIAL	ELEMENTS	PERCENTAGE*		
		CAST	FORGED	
<b>Carbon Steel (Body)</b> Cast - ASTM A216 Grade WCB Forged - ASTM A105	Carbon	0.30 max.	0.22 max.	
	Manganese	1.00 max.	.60 to 1.05	
	Phosphorus	0.04 max.	0.04 max.	
	Sulfur	0.045 max.	0.05 max.	
	Silicon	0.60 max.	0.35 max.	
<b>Carbon Steel (Body)</b> Cast - ASTM A216-WCC	Carbon	0.25 max.		
	Manganese	1.20 max.		
	Phosphorus	0.04 max.		
	Sulfur	0.045 max.		
	Silicon	0.60 max.		
<b>1¼ Chromium-Molybdenum Steel (Body)</b> Cast - ASTM A217 Grade WC6 Forged - ASTM A182 Grade F11	Carbon	0.20 max.	0.10 to 0.15	
	Manganese	0.50 to 0.80	0.30 to 0.80	
	Phosphorus	0.04 max.	0.04 max.	
	Sulfur	0.045 max.	0.04 max.	
	Silicon	0.60 max.	0.50 to 1.00	
	Chromium	1.00 to 1.50	1.00 to 1.50	
	Molybdenum	0.45 to 0.65	0.44 to 0.65	
<b>2¼ Chromium-Molybdenum Steel (Body)</b> Cast - ASTM A217 Grade WC9 Forged - ASTM A182 Grade F22	Carbon	0.18 max.	0.15 max.	
	Manganese	0.40 to 0.70	0.30 to 0.60	
	Phosphorus	0.04 max.	0.04 max.	
	Sulfur	0.045 max.	0.04 max.	
	Silicon	0.60 max.	0.50 max.	
	Chromium	2.00 to 2.75	2.00 to 2.50	
	Molybdenum	0.90 to 1.20	0.87 to 1.13	
<b>9 Chromium, 1 Molybdenum Steel Body</b> Cast - ASTM A-217 Grade C12A Forged - ASTM A-182 Grade F91	Carbon	0.12 max.	0.08-0.12 max.	
	Manganese	0.30-0.60 max.	0.30-0.60 max.	
	Phosphorus	0.02 max.	0.02 max.	
	Sulfur	0.018 max.	0.01 max.	
	Silicon	0.20-0.50	0.20-0.50 max.	
	Chromium	8.0-9.5	8.00-9.50	
	Molybdenum	0.85-1.05	0.85-1.05	
	Columbium	0.060-0.10	0.060-0.10	
	Venadium	0.18-0.25	0.18-0.25	
	Nitrogen	0.030-0.070	0.030-0.070	
	Nickel	0.40 max.	0.40 max.	
<b>Austenitic Stainless Steel (Body)</b> Cast - ASTM A-351 Grade CF8M Forged - ASTM A-182 Grade F316	Carbon	0.03 max.	0.08 max.	
	Manganese	1.50 max.	2.00 max.	
	Phosphorus	0.04 max.	0.04 max.	
	Nickel	9.00 to 13.00	10.00 to 14.00	
	Sulfur	0.04 max.	0.03 max.	
	Silicon	1.50 max.	1.00 max.	
	Chromium	17.00 to 21.00	16.00 to 18.00	
	Molybdenum	2.00 to 3.00	2.00 to 3.00	
<b>Martensitic Stainless Steel (Stems)</b> Bolted Bonnet T416 Cast Valves - ASTM A182 Grade F6a Univalves - A-479 T-410 Cl 3	Carbon	0.15 max.	0.15 max.	
	Manganese	1.00 max.	1.25 max.	
	Phosphorus	0.04 max.	0.06 max.	
	Sulfur	0.03 max.	0.15 min.	
	Silicon	1.00 max.	1.00 max.	
	Nickel	0.50 max.	—	
	Chromium	11.50 to 13.50	12.00 to 14.00	
	Molybdenum	—	0.60 max.	
<b>Aluminum Bronze (Yoke Bushings)</b> Cast Valves - ASTM B 148 Alloy 95400 Forged Valves - ASTM B150 Alloy 61900-62300			61900	62300
	Copper	remainder	remainder	remainder
	Aluminum	10.00 to 11.50	8.50 to 10.00	8.50 to 11.00
	Iron	3.00 to 5.00	3.00 to 4.50	2.00 to 4.00
	Tin	—	0.60 max.	0.60 max.
	Lead	—	0.80 max.	—
	Manganese	0.50 max.	—	0.50 max.
	Zinc	—	0.02 max.	—
	Silicon	—	—	0.25 max.
	Nickel & Cobalt	1.50 max.	—	1.00 max.
<b>Chromium-Molybenum (Bolting)</b> ASTM A193 Grade B7 Forged - ASTM A105	Carbon		0.37 to 0.49	
	Manganese		0.65 to 1.10	
	Phosphorus		0.035 max.	
	Sulfur		0.04 max.	
	Silicon		0.15 to 0.35	
	Chromium		0.75 to 1.20	
	Molybdenum		0.15 to 0.25	
<b>Hard Surfacing for Seats and Disks</b> A732 Grade 21 & Stellite 21®	Chromium		25.00 to 29.00	
	Manganese		1.00 max.	
	Molybdenum		5.00 to 6.00	
	Nickel		1.75 to 3.75	
	Iron		3.00	
	Boron		.007 max.	
	Carbon		0.20 to 0.30	
	Silicon		1.00	

This ASTM specification data is provided for customer information. The data was based on information available at time of printing and may not reflect the latest ASTM revision. Flowserve suggests referring to the applicable specification for complete information or contacting your Edward Valves sales representative.

\*The equivalent Edward valve material specification for valve bodies meets all of the requirements of the referenced ASTM Specification; additionally Flowserve restricts certain elements (i.e. carbon, manganese) to tighter allowable ranges to enhance weldability.



## Reference: ASME B16.34 – 2004 Pressure/Temperature Ratings

### Forged Steel Univalves

MATERIAL	TEMP (°F)	PRESSURE (PSIG)										
		CLASS 1500	CLASS 1690			CLASS 1925		CLASS 2500	CLASS 2680		CLASS 4500	
		SIZES ½ to 2 ½ (1) STANDARD	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 1 (2) LIMITED	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	
A105 (4) (6)	-20 to 100	3705	4225	4225	4815	4815	6250	6700	6700	11250	11250	
	200	3395	4225	4225	4815	4815	6250	6700	6700	11250	11250	
	300	3270	4170	4170	4750	4750	6170	6615	6615	11105	11105	
	400	3170	4130	4130	4700	4700	6105	6545	6545	10995	10995	
	500	3015	4130	4130	4700	4700	6105	6545	6545	10995	10995	
	600	2840	4130	4130	4700	4700	6105	6545	6545	10995	10995	
	650	2745	4030	4030	4590	4590	5960	6390	6390	10730	10730	
	700	2685	3895	3895	4435	4435	5760	6175	6175	10365	10365	
	750	2535	3570	3570	4070	4070	5285	5665	5665	9515	9515	
	800	2055	2895	2895	3300	3300	4285	4595	4595	7715	7715	
	850	1595	2245	2245	2560	2560	3320	3560	3560	5980	5980	
	900	1150	1615	1615	1845	1845	2395	2565	2565	4305	4305	
	950	685	990	965	1135	1100	1485	1600	1535	2745	2570	
	1000	430	650	605	755	690	1000	1090	960	1990	1605	
A182 F22 (5) (6)	-20 to 100	3750	4225	4225	4815	4815	6250	6700	6700	11250	11250	
	200	3750	4225	4225	4815	4815	6250	6700	6700	11250	11250	
	300	3640	4165	4165	4745	4745	6160	6605	6605	11090	11090	
	400	3530	4100	4100	4670	4670	6065	6500	6500	10915	10915	
	500	3325	4080	4080	4645	4645	6035	6470	6470	10865	10865	
	600	3025	4060	4060	4625	4625	6010	6440	6440	10815	10815	
	650	2940	4035	4035	4595	4595	5965	6395	6395	10735	10735	
	700	2840	3985	3985	4540	4540	5895	6320	6320	10605	10605	
	750	2660	3985	3985	4540	4540	5895	6320	6320	10605	10605	
	800	2540	3985	3985	4540	4540	5895	6320	6320	10605	10605	
	850	2435	3815	3815	4345	4345	5645	6050	6050	10160	10160	
	900	2245	3380	3380	3850	3850	5000	5360	5360	9000	9000	
	950	1930	2725	2660	3120	3025	4075	4390	4215	7555	7070	
	1000	1335	2040	1880	2350	2145	3120	3400	2985	6215	5015	
	1050	875	1335	1235	1540	1405	--	2220	1950	4065	3280	
	1100	550	835	770	965	880	--	1395	1225	2545	2055	
1150	345	525	485	605	550	--	870	765	1590	1285		
1200	205	315	290	360	330	--	525	460	955	770		

**IMPORTANT: The above ratings are only for reference. Refer to ASME B16.34 for pressure/temperature ratings.**

NOTES: 1. Standard Class, Flanged Ends only.

2. Limited Class, Sizes 2 ½ and smaller, butt weld and socket weld ends.

Limited Class Threaded ends limited to Size 1 and smaller, 1000°F maximum and Class 2500 maximum.

3. Special Class, Sizes 3 and 4, Butt-weld ends only.

4. Permissible but not recommended for prolonged usage above approx. 800°F.

5. Permissible but not recommended for use above 1100°F.

6. Shaded ratings may require special trim and packing. Consult your Flowsolve sales representative for applications in these ranges.

## Reference: ASME B16.34 – 2004 Pressure/Temperature Ratings (metric)

### Forged Steel Univalves

MATERIAL	TEMP (°C)	PRESSURE (BAR)										
		CLASS 1500	CLASS 1690			CLASS 1925		CLASS 2500	CLASS 2680		CLASS 4500	
		SIZES ½ to 2 ½	SIZES ½ to 2 ½	SIZES 3 & 4	SIZES ½ to 2 ½	SIZES 3 & 4	SIZES ½ to 1	SIZES ½ to 2 ½	SIZES 3 & 4	SIZES ½ to 2 ½	SIZES 3 & 4	
		(1) STANDARD	(2) LIMITED	(3) SPECIAL	(2) LIMITED	(3) SPECIAL	(2) LIMITED	(2) LIMITED	(3) SPECIAL	(2) LIMITED	(3) SPECIAL	
<b>A105 (4) (6)</b>	-29 to 38	255.3	291.3	291.3	331.8	331.8	430.9	461.9	461.9	775.7	775.7	
	50	250.6	291.3	291.3	331.8	331.8	430.9	461.9	461.9	775.7	775.7	
	100	233.0	290.9	290.9	331.3	331.3	430.3	461.3	461.3	774.5	774.5	
	150	225.4	287.5	287.5	327.5	327.5	425.3	455.9	455.9	765.5	765.5	
	200	219.0	284.9	284.9	324.5	324.5	421.4	451.7	451.7	758.6	758.6	
	250	209.7	284.6	284.6	324.2	324.2	421.1	451.4	451.4	757.9	757.9	
	300	199.1	284.6	284.6	324.2	324.2	421.1	451.4	451.4	757.9	757.9	
	325	193.6	282.3	282.3	321.6	321.6	417.6	447.7	447.7	751.7	751.7	
	350	187.8	275.6	275.6	313.9	313.9	407.6	436.9	436.9	733.7	733.7	
	375	181.8	265.3	265.3	302.2	302.2	392.5	420.8	420.8	706.5	706.5	
	400	173.6	244.5	244.5	278.5	278.5	361.7	387.7	387.7	651.0	651.0	
	425	143.8	202.6	202.6	230.7	230.7	299.6	321.2	321.2	539.3	539.3	
	450	115.0	162.0	162.0	184.5	184.5	239.6	256.9	256.9	431.4	431.4	
	475	87.2	122.8	122.8	139.9	139.9	181.6	194.7	194.7	326.9	326.9	
	500	58.8	84.3	82.8	96.2	94.3	125.4	134.8	131.2	230.3	220.4	
538	29.5	45.0	41.6	52.0	47.4	69.0	75.1	66.0	137.3	110.8		
<b>A182 F22 (5) (6)</b>	-29 to 38	258.6	291.3	291.3	331.8	331.8	430.9	461.9	461.9	775.7	775.7	
	50	258.6	291.3	291.3	331.8	331.8	430.9	461.9	461.9	775.7	775.7	
	100	257.6	290.8	290.8	331.2	331.2	430.2	461.2	461.2	774.3	774.3	
	150	250.8	287.1	287.1	327.0	327.0	424.6	455.2	455.2	764.3	764.3	
	200	243.4	282.9	282.9	322.2	322.2	418.5	448.6	448.6	753.4	753.4	
	250	231.8	281.6	281.6	320.7	320.7	416.5	446.5	446.5	749.7	749.7	
	300	214.4	280.4	280.4	319.4	319.4	414.8	444.7	444.7	746.7	746.7	
	325	206.6	279.4	279.4	318.3	318.3	413.3	443.1	443.1	743.9	743.9	
	350	201.1	277.2	277.2	315.7	315.7	410.0	439.5	439.5	738.1	738.1	
	375	194.1	274.7	274.7	312.9	312.9	406.3	435.6	435.6	731.3	731.3	
	400	183.1	274.7	274.7	312.9	312.9	406.3	435.6	435.6	731.3	731.3	
	425	175.1	274.7	274.7	312.9	312.9	406.3	435.6	435.6	731.3	731.3	
	450	169.0	265.7	265.7	302.7	302.7	393.1	421.4	421.4	707.6	707.6	
	475	158.2	240.8	240.8	274.3	274.3	356.3	382.0	381.9	641.3	641.3	
	500	140.9	204.7	201.2	233.7	229.1	304.8	327.7	318.9	559.4	535.4	
	538	92.2	140.6	129.8	162.2	147.9	215.2	234.4	205.9	428.3	345.7	
	550	78.2	119.2	110.1	137.5	125.4	--	198.6	174.5	363.1	293.1	
	575	52.6	80.3	74.1	92.7	84.5	--	133.9	117.6	244.6	197.4	
	600	34.4	52.5	48.5	60.6	55.2	--	87.5	76.9	159.9	129.1	
625	22.3	34.0	31.4	39.3	35.8	--	56.7	49.8	103.7	83.7		
650	14.2	21.6	19.9	24.9	22.7	--	36.0	31.6	65.9	53.2		

**IMPORTANT: The above ratings are only for reference. Refer to ASME B16.34 for pressure/temperature ratings.**

- NOTES: 1. Standard Class, Flanged Ends only.  
 2. Limited Class, Sizes 2 ½ and smaller, butt weld and socket weld ends.  
*Limited Class Threaded ends limited to Size 1 and smaller, 538°C maximum and Class 2500 maximum.*  
 3. Special Class, Sizes 3 and 4, Butt-weld ends only.  
 4. Permissible but not recommended for prolonged usage above approx. 425°C.  
 5. Permissible but not recommended for use above 595°C.  
 6. Shaded ratings may require special trim and packing. Consult your Flowserve sales representative for applications in these ranges.

## Reference: ASME B16.34 – 2004 Pressure/Temperature Ratings

### Forged Steel Univalves®

MATERIAL	TEMP (°F)	PRESSURE (PSIG)									
		CLASS 1500	CLASS 1690		CLASS 1925		CLASS 2500	CLASS 2680		CLASS 4500	
		SIZES ½ to 2 ½ (1) STANDARD	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 1 (2) LIMITED	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL
A182 F91	-20 to 100	3750	4225	4225	4815	4815	6250	6700	6700	11250	11250
	200	3750	4225	4225	4815	4815	6250	6700	6700	11250	11250
	300	3640	4225	4225	4815	4815	6250	6700	6700	11250	11250
	400	3530	4225	4225	4815	4815	6250	6700	6700	11250	11250
	500	3325	4225	4225	4815	4815	6250	6700	6700	11250	11250
	600	3025	4225	4225	4815	4815	6250	6700	6700	11250	11250
	650	2940	4225	4225	4815	4815	6250	6700	6700	11250	11250
	700	2840	4130	4130	4705	4705	6110	6550	6550	10995	10995
	750	2660	4105	4105	4675	4675	6070	6505	6505	10930	10930
	800	2540	4055	4055	4620	4620	6000	6430	6430	10800	10800
	850	2435	3815	3815	4345	4345	5645	6050	6050	10160	10160
	900	2245	3380	3380	3850	3850	5000	5360	5360	9000	9000
	950	1930	2725	2660	3120	3025	4075	4390	4215	7555	7070
	1000	1820	2570	2370	2960	2700	3925	4250	3755	7555	6310
	1050	1800	2570	2370	2960	2700	--	4250	3755	7535	6310
	1100	1510	2300	2125	2655	2420	--	3835	3370	7005	5655
	1150	1115	1700	1570	1960	1790	--	2830	2485	5180	4180
1200	720	1095	1015	1265	1155	--	1830	1610	3345	2700	

**IMPORTANT: The above ratings are only for reference. Refer to ASME B16.34 for pressure/temperature ratings.**

NOTES: 1. Standard Class, Flanged Ends only.

2. Limited Class, Sizes 2 ½ and smaller, butt weld and socket weld ends.

Limited Class Threaded ends limited to Size 1 and smaller, 1000°F maximum and Class 2500 maximum.

3. Special Class, Sizes 3 and 4, Butt-weld ends only.

## Reference: ASME B16.34 – 2004 Pressure/Temperature Ratings (metric)

### Forged Steel Univalves®

MATERIAL	TEMP (°C)	PRESSURE (BAR)										
		CLASS 1500	CLASS 1690			CLASS 1925		CLASS 2500	CLASS 2680		CLASS 4500	
		SIZES ½ to 2 ½ (1) STANDARD	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 1 (2) LIMITED	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	
A182 F91	-29 to 38	258.6	291.3	291.3	331.8	331.8	430.9	461.9	461.9	775.7	775.7	
	50	258.6	291.3	291.3	331.8	331.8	430.9	461.9	461.9	775.7	775.7	
	100	257.6	291.3	291.3	331.8	331.8	430.9	461.9	461.9	775.7	775.7	
	150	250.8	291.3	291.3	331.8	331.8	430.9	461.9	461.9	775.7	775.7	
	200	243.4	291.3	291.3	331.8	331.8	430.9	461.9	461.9	775.7	775.7	
	250	231.8	291.3	291.3	331.8	331.8	430.9	461.9	461.9	775.7	775.7	
	300	214.4	291.3	291.3	331.8	331.8	430.9	461.9	461.9	775.7	775.7	
	325	206.6	291.3	291.3	331.8	331.8	430.9	461.9	461.9	775.7	775.7	
	350	201.1	289.7	289.7	330.0	330.0	428.6	459.5	459.5	771.4	771.4	
	375	194.1	284.5	284.5	324.1	324.1	420.9	451.2	451.2	757.4	757.4	
	400	183.1	282.9	282.9	322.2	322.2	418.3	448.4	448.4	753.2	753.2	
	425	175.1	279.6	279.6	318.5	318.5	413.7	443.5	443.5	744.6	744.6	
	450	169.0	265.7	265.7	302.7	302.7	393.1	421.4	421.4	707.6	707.6	
	475	158.2	240.8	240.8	274.3	274.3	356.3	382.0	381.9	641.3	641.3	
	500	140.9	204.7	201.2	233.7	229.1	304.8	327.7	318.9	559.4	535.4	
	538	125.5	177.1	163.5	204.2	186.2	270.7	294.9	259.1	539.1	435.1	
	550	124.9	177.1	163.5	204.2	186.2	--	294.9	259.1	539.1	435.1	
	575	119.7	174.5	161.1	201.3	183.5	--	290.7	255.4	531.3	428.8	
600	97.5	148.8	137.3	171.6	156.4	--	247.8	217.7	453.0	365.6		
625	73.0	111.4	102.9	128.5	117.1	--	185.6	163.1	339.2	273.8		
650	49.6	75.8	69.9	87.4	79.7	--	126.1	110.9	230.7	186.2		

**IMPORTANT: The above ratings are only for reference. Refer to ASME B16.34 for pressure/temperature ratings.**

NOTES: 1. Standard Class, Flanged Ends only.

2. Limited Class, Sizes 2 ½ and smaller, butt weld and socket weld ends.

Limited Class Threaded ends limited to Size 1 and smaller, 538°C maximum and Class 2500 maximum.

3. Special Class, Sizes 3 and 4, Butt-weld ends only.

## Reference: ASME B16.34 – 2004 Pressure/Temperature Ratings

### Forged Steel Univalves®

MATERIAL	TEMP (°F)	PRESSURE (PSIG)										
		CLASS 1500	CLASS 1690			CLASS 1925		CLASS 2500	CLASS 2680		CLASS 4500	
		SIZES ½ to 2 ½ (1) STANDARD	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 1 (2) LIMITED	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	
A182 F316 (4)	-20 to 100	3600	4225	4225	4815	4815	6250	6700	6700	11250	11250	
	200	3095	3895	3895	4435	4435	5760	6175	6175	10365	10365	
	300	2795	3515	3515	4005	4005	5200	5575	5575	9360	9360	
	400	2570	3230	3230	3675	3675	4775	5120	5120	8600	8600	
	500	2390	3000	3000	3420	3420	4440	4760	4760	7995	7995	
	600	2255	2840	2840	3230	3230	4195	4495	4495	7555	7555	
	650	2210	2775	2775	3160	3160	4105	4400	4400	7395	7395	
	700	2170	2730	2730	3110	3110	4040	4330	4330	7270	7270	
	750	2135	2685	2685	3060	3060	3975	4260	4260	7150	7150	
	800	2110	2655	2655	3025	3025	3930	4215	4215	7070	7070	
	850	2090	2625	2625	2990	2990	3885	4165	4165	6990	6990	
	900	2075	2610	2610	2970	2970	3860	4140	4140	6950	6950	
	950	1930	2580	2580	2940	2940	3815	4090	4090	6870	6870	
	1000	1820	2370	2370	2700	2700	3505	3755	3755	6310	6310	
	1050	1800	2370	2370	2700	2700	--	3755	3755	6310	6310	
	1100	1525	2200	2145	2520	2445	--	3555	3410	6115	5720	
	1150	1185	1805	1665	2080	1900	--	3005	2640	5495	4435	
	1200	925	1410	1300	1630	1485	--	2355	2070	4300	3470	
	1250	735	1125	1035	1295	1180	--	1875	1645	3425	2765	
1300	585	890	820	1025	935	--	1480	1300	2705	2185		
1350	480	730	675	845	770	--	1220	1070	2230	1800		
1400	380	570	530	660	605	--	960	840	1755	1415		
1450	290	445	410	515	465	--	740	650	1355	1095		
1500	205	320	290	365	330	--	525	460	955	770		

**IMPORTANT: The above ratings are only for reference. Refer to ASME B16.34 for pressure/temperature ratings.**

NOTES: 1. Standard Class, Flanged Ends only.

2. Limited Class, Sizes 2 ½ and smaller, butt weld and socket weld ends.

Limited Class Threaded ends limited to Size 1 and smaller, 1000°F maximum and Class 2500 maximum.

3. Special Class, Sizes 3 and 4, Butt-weld ends only.

4. Shaded ratings may require special trim and packing. Consult your Flowsolve sales representative for applications in these ranges.



## Reference: ASME B16.34 – 2004 Pressure/Temperature Ratings (metric)

### Forged Steel Univalves®

MATERIAL	TEMP (°C)	PRESSURE (BAR)										
		CLASS 1500	CLASS 1690			CLASS 1925		CLASS 2500	CLASS 2680		CLASS 4500	
		SIZES ½ to 2 ½ (1) STANDARD	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 1 (2) LIMITED	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	
A182 F316 (4)	-29 to 38	248.2	291.3	291.3	331.8	331.8	430.9	461.9	461.9	775.7	775.7	
	50	240.6	286.3	286.3	326.1	326.1	423.5	454.0	454.0	762.3	762.3	
	100	211.0	265.3	265.3	302.2	302.2	392.4	420.7	420.7	706.4	706.4	
	150	192.5	242.0	242.0	275.7	275.7	358.0	383.8	383.8	644.4	644.4	
	200	178.3	224.2	224.2	255.4	255.4	331.7	355.6	355.6	597.0	597.0	
	250	166.9	209.9	209.9	239.0	239.0	310.4	332.8	332.8	558.8	558.8	
	300	158.1	198.8	198.8	226.4	226.4	294.1	315.3	315.3	529.3	529.3	
	325	154.4	194.1	194.1	221.1	221.1	287.2	307.9	307.9	517.0	517.0	
	350	151.6	190.7	190.7	217.2	217.2	282.1	302.4	302.4	507.7	507.7	
	375	149.4	187.8	187.8	214.0	214.0	277.9	297.9	297.9	500.2	500.2	
	400	147.2	185.1	185.1	210.8	210.8	273.8	293.5	293.5	492.9	492.9	
	425	145.7	183.2	183.2	208.7	208.7	271.1	290.6	290.6	487.9	487.9	
	450	144.2	181.4	181.4	206.6	206.6	268.3	287.6	287.6	482.9	482.9	
	475	143.4	180.3	180.3	205.3	205.3	266.6	285.8	285.8	480.0	480.0	
	500	140.9	178.7	178.7	203.5	203.5	264.3	283.3	283.3	475.7	475.7	
	538	125.5	163.5	163.5	186.2	186.2	241.7	259.1	259.1	435.1	435.1	
	550	124.9	163.5	163.5	186.2	186.2	--	259.1	259.1	435.1	435.1	
	575	119.7	162.5	161.1	185.3	183.5	--	258.7	255.4	435.1	428.8	
	600	99.5	145.3	140.2	166.5	159.6	--	235.5	222.2	410.1	373.2	
	625	79.1	120.6	111.3	139.1	126.8	--	201.0	176.6	367.3	296.5	
650	63.3	96.5	89.1	111.4	101.5	--	160.9	141.4	294.1	237.4		
675	51.6	78.7	72.7	90.8	82.8	--	131.1	115.2	239.7	193.5		
700	41.9	69.7	64.3	80.4	73.3	--	116.1	102.0	212.2	171.3		
725	34.9	58.2	53.7	67.2	61.2	--	96.9	85.2	177.2	143.0		
750	29.3	44.8	41.4	51.7	47.1	--	74.6	65.6	136.7	110.3		
775	22.8	34.8	32.1	40.2	36.6	--	58.1	51.0	106.1	85.6		
800	17.4	26.8	24.8	30.9	28.2	--	44.6	39.2	81.3	65.6		
816	14.1	21.8	20.1	25.1	22.9	--	36.1	31.7	65.8	53.1		

**IMPORTANT: The above ratings are only for reference. Refer to ASME B16.34 for pressure/temperature ratings.**

NOTES: 1. Standard Class, Flanged Ends only.

2. Limited Class, Sizes 2 ½ and smaller, butt weld and socket weld ends.

Limited Class Threaded ends limited to Size 1 and smaller, 538°C maximum and Class 2500 maximum.

3. Special Class, Sizes 3 and 4, Butt-weld ends only.

4. Shaded ratings may require special trim and packing. Consult your Flowserve sales representative for applications in these ranges.

## Reference: ASME B16.34 – 2004 Pressure/Temperature Ratings

### Forged Steel Univalves®

MATERIAL	TEMP (°F)	PRESSURE (PSIG)									
		CLASS 1500	CLASS 1690		CLASS 1925		CLASS 2500	CLASS 2680		CLASS 4500	
		SIZES ½ to 2 ½ (1) STANDARD	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 1 (2) LIMITED	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL
A182 F347/ F347H (4) (5)	-20 to 100	3600	4225	4225	4815	4815	6250	6700	6700	11250	11250
	200	3310	4165	4165	4745	4745	6160	6605	6605	11090	11090
	300	3085	3875	3875	4415	4415	5735	6150	6150	10325	10325
	400	2880	3620	3620	4125	4125	5355	5740	5740	9645	9645
	500	2710	3410	3410	3885	3885	5045	5410	5410	9080	9080
	600	2580	3245	3245	3695	3695	4800	5145	5145	8640	8640
	650	2530	3185	3185	3625	3625	4710	5050	5050	8480	8480
	700	2485	3120	3120	3555	3555	4620	4955	4955	8315	8315
	750	2460	3095	3095	3525	3525	4575	4905	4905	8235	8235
	800	2435	3065	3065	3490	3490	4530	4855	4855	8155	8155
	850	2425	3050	3050	3470	3470	4510	4835	4835	8115	8115
	900	2245	3050	3050	3470	3470	4510	4835	4835	8115	8115
	950	1930	2660	2660	3025	3025	3930	4215	4215	7070	7070
	1000	1820	2370	2370	2700	2700	3505	3755	3755	6310	6310
	1050	1800	2370	2370	2700	2700	--	3755	3755	6310	6310
	1100	1610	2330	2270	2665	2585	--	3740	3600	6310	6045
	1150	1370	2095	1935	2415	2200	--	3485	3065	6310	5145
	1200	1030	1570	1450	1810	1650	--	2615	2300	4780	3860
1250	910	1385	1280	1600	1460	--	2310	2030	4225	3410	
1300	685	1050	970	1210	1100	--	1745	1535	3185	2570	
1350	515	785	725	905	825	--	1305	1145	2390	1930	
1400	380	570	530	660	605	--	960	840	1755	1415	
1450	290	445	410	515	470	--	745	655	1355	1095	
1500	205	320	290	365	330	--	525	460	955	770	
A182 F316L	-20 to 100	3000	3775	3775	4300	4300	5580	5980	5980	10045	10045
	200	2555	3215	3215	3665	3665	4755	5095	5095	8560	8560
	300	2280	2865	2865	3265	3265	4240	4545	4545	7635	7635
	400	2100	2640	2640	3010	3010	3905	4185	4185	7030	7030
	500	1970	2475	2475	2820	2820	3660	3925	3925	6590	6590
	600	1860	2340	2340	2665	2665	3460	3710	3710	6230	6230
	650	1825	2295	2295	2615	2615	3395	3640	3640	6105	6105
	700	1800	2265	2265	2580	2580	3350	3590	3590	6025	6025
	750	1765	2220	2220	2525	2525	3280	3515	3515	5905	5905
	800	1730	2175	2175	2475	2475	3215	3445	3445	5785	5785
850	1690	2130	2130	2425	2425	3145	3370	3370	5665	5665	

**IMPORTANT: The above ratings are only for reference. Refer to ASME B16.34 for pressure/temperature ratings.**

NOTES: 1. Standard Class, Flanged Ends only.

2. Limited Class, Sizes 2 ½ and smaller, butt weld and socket weld ends.

Limited Class Threaded ends limited to Size 1 and smaller, 1000°F maximum and Class 2500 maximum.

3. Special Class, Sizes 3 and 4, Butt-weld ends only.

4. Shaded ratings may require special trim and packing. Consult your Flowserve sales representative for applications in these ranges.

5. A182 F347 material is not to be used over 1000°F.



## Reference: ASME B16.34 – 2004 Pressure/Temperature Ratings (metric)

### Forged Steel Univalves®

MATERIAL	TEMP (°C)	PRESSURE (BAR)										
		CLASS 1500	CLASS 1690			CLASS 1925		CLASS 2500	CLASS 2680		CLASS 4500	
		SIZES ½ to 2 ½ (1) STANDARD	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 1 (2) LIMITED	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	SIZES ½ to 2 ½ (2) LIMITED	SIZES 3 & 4 (3) SPECIAL	
A182 F347/ F347H (4) (5)	-29 to 38	248.2	291.3	291.3	331.8	331.8	430.9	461.9	461.9	775.7	775.7	
	50	243.8	291.3	291.3	331.8	331.8	430.9	461.9	461.9	775.7	775.7	
	100	226.5	284.8	284.8	324.4	324.4	421.3	451.6	451.6	758.3	758.3	
	150	212.4	267.0	267.0	304.2	304.1	395.0	423.4	423.4	711.0	711.0	
	200	199.7	251.1	251.1	286.1	286.1	371.5	398.2	398.2	668.6	668.6	
	250	189.1	237.7	237.7	270.8	270.8	351.7	377.0	377.0	633.0	633.0	
	300	180.4	226.9	226.9	258.4	258.4	335.6	359.8	359.8	604.1	604.1	
	325	176.8	222.3	222.3	253.2	253.2	328.8	352.5	352.5	591.8	591.8	
	350	173.8	218.6	218.6	249.0	249.0	323.3	346.6	346.6	581.9	581.9	
	375	171.0	215.1	215.1	245.0	245.0	318.1	341.0	341.0	572.7	572.7	
	400	169.5	213.2	213.2	242.8	242.8	315.4	338.1	338.1	567.7	567.7	
	425	168.1	211.4	211.3	240.7	240.7	312.6	335.1	335.1	562.7	562.7	
	450	167.3	210.3	210.3	239.6	239.6	311.1	333.5	333.5	560.0	560.0	
	475	158.2	210.1	210.1	239.4	239.4	310.9	333.3	333.3	559.6	559.6	
	500	140.9	201.2	201.2	229.1	229.1	297.5	318.9	318.9	535.4	535.4	
	538	125.5	163.5	163.5	186.2	186.2	241.7	259.1	259.1	435.1	435.1	
	550	124.9	163.5	163.5	186.2	186.2	--	259.1	259.1	435.1	435.1	
	575	119.7	162.5	161.1	185.3	183.5	--	258.7	255.4	435.1	428.8	
	600	107.0	156.5	151.0	179.4	172.0	--	253.2	239.5	435.1	401.9	
	625	91.2	139.5	128.8	161.0	146.7	--	232.5	204.3	424.7	342.8	
650	70.7	108.2	99.9	124.8	113.8	--	180.4	158.5	329.7	266.1		
675	62.7	96.3	88.9	111.2	101.3	--	160.6	141.2	293.6	237.0		
700	49.7	76.0	70.2	87.6	79.9	--	126.5	111.2	231.1	186.5		
725	38.6	58.9	54.4	67.8	61.9	--	97.8	86.0	179.0	144.5		
750	29.6	44.8	41.4	51.7	47.1	--	74.6	65.6	136.7	110.3		
775	22.8	34.8	32.1	40.2	36.6	--	58.1	51.0	106.1	85.6		
800	17.4	26.8	24.8	30.9	28.2	--	44.6	39.2	81.3	65.6		
816	14.1	21.8	20.1	25.1	22.9	--	36.1	31.7	65.8	53.1		
A182 F316L	-29 to 38	206.8	260.1	260.1	296.3	296.3	384.8	412.5	412.5	692.6	692.6	
	50	200.1	251.6	251.6	286.6	286.6	372.2	399.0	399.0	670.0	670.0	
	100	173.9	218.7	218.7	249.1	249.1	323.6	346.9	346.9	582.4	582.4	
	150	157.0	197.4	197.4	224.8	224.8	291.9	312.9	312.9	525.5	525.5	
	200	145.8	183.3	183.3	208.8	208.8	271.2	290.7	290.7	488.1	488.1	
	250	137.3	172.7	172.7	196.7	196.7	255.4	273.8	273.8	459.8	459.8	
	300	130.3	163.9	163.9	186.7	186.7	242.4	259.9	259.9	436.4	436.4	
	325	127.4	160.2	160.2	182.5	182.5	237.0	254.1	254.1	426.6	426.6	
	350	125.4	157.6	157.6	179.6	179.6	233.2	250.0	250.0	419.7	419.7	
	375	123.8	155.6	155.6	177.2	177.2	230.2	246.8	246.8	414.4	414.4	
	400	121.5	152.8	152.8	174.0	174.0	226.0	242.3	242.3	406.9	406.9	
	425	119.3	150.0	150.0	170.8	170.8	221.9	237.9	237.9	399.4	399.4	
	450	117.1	147.1	147.1	167.6	167.6	217.7	233.4	233.4	391.9	391.9	

**IMPORTANT: The above ratings are only for reference. Refer to ASME B16.34 for pressure/temperature ratings.**

NOTES: 1. Standard Class, Flanged Ends only.

2. Limited Class, Sizes 2 ½ and smaller, butt weld and socket weld ends.

Limited Class Threaded ends limited to Size 1 and smaller, 538°C maximum and Class 2500 maximum.

3. Special Class, Sizes 3 and 4, Butt-weld ends only.

4. Shaded ratings may require special trim and packing. Consult your Flowserve sales representative for applications in these ranges.

5. A182 F347 material is not to be used over 538°C.

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## Reference: ASME B16.34 – 2004 Pressure/Temperature Ratings

### Forged Steel, Bolted Bonnet

VALVE TYPE	TEMPERATURE °F	PRESSURE (PSIG)	
		A-105 (1)	F-11
<b>FLANGED END ONLY B16.34 STANDARD CLASS 600 (2)</b>	-20 to 100	1480	1500
	200	1360	1500
	300	1310	1445
	400	1265	1385
	500	1205	1330
	600	1135	1210
	650	1100	1175
	700	1060	1135
	750	1015	1065
	800	825	1015
	850	640	975
	900	460	900
	950	275	640
	1000	170	430
	<b>SOCKET WELDING AND THREADED END ONLY B16.34 LIMITED CLASS 800 (2)</b>	-20 to 100	2000
200		2000	2000
300		1975	2000
400		1955	2000
500		1955	2000
600		1955	2000
650		1905	2000
700		1845	1955
750		1695	1945
800		1375	1920
850		1060	1805
900		765	1565
950		465	1075
1000		295	745

**IMPORTANT: The above ratings are only for reference. Refer to ASME B16.34 for pressure/temperature ratings.**

1. Permissible but not recommended for prolonged use at temperatures above approx. 800°F.

2. Shaded ratings exceed those of Edward Valves. Consult your Flowserve sales representative for applications in these ranges.



## Reference: ASME B16.34 – 2004 Pressure/Temperature Ratings (metric)

### Forged Steel, Bolted Bonnet

1 bar = 100 kPa = 14.50 psi

VALVE TYPE	TEMPERATURE °C	PRESSURE (BAR)	
		A-105 (1)	F-11
<b>FLANGED END ONLY B16.34 STANDARD CLASS 600 (2)</b>	-29 to 38	102.1	103.4
	50	100.2	103.4
	100	93.2	103.0
	150	90.2	99.5
	200	87.6	95.9
	250	83.9	92.7
	300	79.6	85.7
	325	77.4	82.6
	350	75.1	80.4
	375	72.7	77.6
	400	69.4	73.3
	425	57.5	70.0
	450	46.0	67.7
	475	34.9	63.4
	500	23.5	51.5
	538	11.8	29.8
<b>SOCKET WELDING AND THREADED END ONLY B16.34 LIMITED CLASS 800 (2)</b>	-29 to 38	137.9	137.9
	50	137.9	137.9
	100	137.7	137.9
	150	136.1	137.9
	200	134.8	137.9
	250	134.8	137.9
	300	134.8	137.9
	325	133.6	137.9
	350	130.4	137.1
	375	125.6	134.7
	400	115.7	133.9
	425	95.9	132.4
	450	76.7	125.7
	475	58.1	114.0
	500	39.5	86.4
	538	20.5	51.4

**IMPORTANT: The above ratings are only for reference. Refer to ASME B16.34 for pressure/temperature ratings.**

1. Permissible but not recommended for prolonged use at temperatures above approx. 427°C.

2. Shaded ratings exceed those of Edward Valves. Consult your Flowserve sales representative for applications in these ranges.

## Reference: Series 1500 Pressure/Temperature Ratings

### Forged Steel, Bolted Bonnet

VALVE TYPE	TEMPERATURE °F	PRESSURE (PSIG)	
		A-105 (1)	F-11
<b>SOCKET WELDING, THREADED AND FLANGED END VALVES SERIES 1500 (2) (3) MANUFACTURER'S RATING ASME B31.1 PARA. 107.1B</b>	-20 to 100	3600	3600
	200	3375	3510
	300	3280	3365
	400	3170	3290
	500	2995	3130
	600	2735	2770
	650	2560	2595
	700	2350	2420
	750	2130	2255
	800	1830	2085
	850	1500	1920
	900	—	1750
	950	—	1585
	975	—	1500

**IMPORTANT: The above ratings are only for reference. Refer to ASME B16.34 for pressure/temperature ratings.**

1. Permissible but not recommended for prolonged use at temperatures above approx. 800°F.

2. Series 1500 components are designed and rated to Edward Valves standards. Series 1500 components do not meet ANSI B16.34 requirements.

See 3.2 Pressure Ratings from the Technical Information section for additional information.

3. Shaded ratings exceed those of Edward Valves. Consult your Flowserve sales representative for applications in these ranges.

## Reference: Series 1500 Pressure/Temperature Ratings (metric)

### Forged Steel, Bolted Bonnet

1 bar = 100 kPa = 14.50 psi

VALVE TYPE	TEMPERATURE °C	PRESSURE (BAR)	
		A-105 (1)	F-11
<b>SOCKET WELDING, THREADED AND FLANGED END VALVES SERIES 1500 (2) (3) MANUFACTURER'S RATING ASME B31.1 PARA. 107.1B</b>	-29 to 38	248.3	248.3
	50	244.9	246.9
	100	232.0	240.9
	150	226.1	232.0
	200	219.2	227.3
	250	208.7	217.8
	300	193.6	198.0
	350	173.1	176.1
	375	159.9	165.3
	400	146.1	155.0
	425	127.4	144.5
	454/450	103.4	134.2
	475	—	123.7
	500	—	113.4
524	—	103.4	

**IMPORTANT: The above ratings are only for reference. Refer to ASME B16.34 for pressure/temperature ratings.**

1. Permissible but not recommended for prolonged use at temperatures above approx. 427°C.

2. Series 1500 components are designed and rated to Edward Valves standards. Series 1500 components do not meet ANSI B16.34 requirements.

See 3.2 Pressure Ratings from the Technical Information section for additional information.

3. Shaded ratings exceed those of Edward Valves. Consult your Flowserve sales representative for applications in these ranges.

# 1. Stop and Check Valve Applications Guide

## 1.1 Stop Valve Applications

### Foreword

Edward stop valves are used primarily as isolation valves in medium and high pressure piping systems. They are offered in a broad range of sizes, pressure ratings, and types, and they are used in an immense array of diverse applications. Only a few are listed for illustration:

- Normally open valves in main steam lines; used only for equipment isolation, e.g. during maintenance.
- Normally open valves to provide for emergency shutoff due to failure of downstream piping or other equipment; closed periodically for verification of operability.
- Normally open valves that are throttled to varying degrees during start-up or shutdown of plants or systems.
- Frequently cycled valves that are opened and closed for control of batch processes or for start-up and shutdown of equipment (e.g., equipment that is on-stream daily but shut-down at night).
- Normally closed valves; used only for filling or draining systems during outages.

Stop valves are sometimes referred to as “on-off valves.” They should not normally be considered as “control valves,” but they are suitable for moderate or infrequent flow-control functions. Valves that must open and close under high differential pressure and flow conditions (such as “blowdown” service) inherently function as flow-control devices while they are stroking.

Considering the diversity of stop valve applications, it is not surprising that there is no universal valve type that is best for all services. Users’ experience with specific applications is a valuable basis for selecting the best valves.

The goal of this guide is to supplement users’ experience with information based on decades of Flowserve Edward Valves’ laboratory tests and field experience.

### Introduction

While many other types of valves (ball, plug, butterfly) are used as stop valves where

service conditions permit, emphasis in this guide is on selection and application of Edward valves with forged- and cast-steel bodies and bonnets. Comparisons are presented with other similar valves where appropriate.

Edward stop valves are typically of metal-seated construction and, where necessary, use gaskets and stem seals designed for severe high-pressure, high-temperature service. While special designs with “soft seats” and O-ring seals are supplied for unique specific applications, the standard products are designed to stand up to tough service conditions with minimum requirements for maintenance or parts replacement.

Edward stop valves fall into two basic categories – **globe valves** and **gate valves**. The following sections of this guide will address the principal features of each type and the design variations within the types.

Globe valves are offered in stop, stop-check, and check versions. Stop-check valves can also be used for isolation in unidirectional flow applications. These valves are discussed in the Check Valves Applications section (1.2).

The FLOW PERFORMANCE section of this catalog provides equations and coefficients for the calculation of pressure drop across any of these valves. This information can be used to evaluate the effects of different valve sizes and types of system energy efficiency.

### 1.1.1 Stop Valve Types and Typical Uses

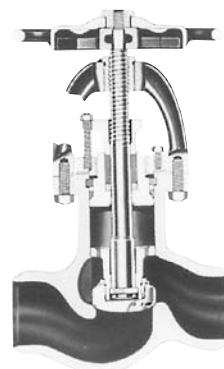
Brief notes on the advantages, disadvantages, applications and limitations of the various types of Edward stop valves are presented in the Stop Valve Applications Chart (section 1.1.4). Some additional highlights of the features of these valves and some comparisons with similar valves are presented in the following paragraphs.

#### Globe Valves

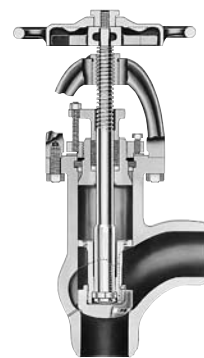
A globe valve employs a poppet or disk that opens and closes by moving linearly along the seat axis. There are many types of globe valve bodies, seats and methods of guiding the disk to and from the seat.

- **Bodies** – Edward stop, stop-check and check type globe valves are offered with three basic body styles:

**Conventional or 90°-bonnet globe valves** are usually the most compact, and the stem and yoke position allow easy handwheel or actuator access and convenience for maintenance. Relatively short stem travel allows fast actuation. Multiple direction changes in the flow stream result in higher pressure drop than with other types, but streamlined flow passages in Flowserve Edward valves generally yield lower pressure drop than competitive valves of this type.



**Angle valves** are otherwise similar to conventional globe valves, but the less tortuous flow path yields lower pressure drop. Angle valves are particularly economical in piping layouts where use of this configuration eliminates an elbow and associated flanged or welded joints.



**Inclined bonnet or “Y type” valves**, such as Univalves® and Flite-Flow® valves, yield lower pressure drop than other styles, because they permit a more nearly straight-through flow path. Typically, they require a longer stem travel. In large sizes, this body shape is heavier and requires a greater end-to-end length than conventional globe valves.



• **Seats** – Industrial globe valves are available from various manufacturers with a broad variety of seat designs — flat or tapered, and integral or inserted (threaded or welded).

All Edward globe valves employ tapered seats with “area contact” under load to seal over minor imperfections. Many similar valves use “line-contact” seats that seal with less load when new but degrade rapidly if damaged at the seating line.

Except for hydraulic stop valves, all Edward globe valves employ integral (hardfaced) body seats to permit compact design and assure that there can be no leakage “behind” the seat.

• **Disk Guiding** – Globe valve disks may be guided by either the stem or the body. When opened or closed under very high differential pressure, side load due to flow pushes a stem-guided disk eccentric to the seat and makes it difficult to obtain a seal. Under extreme conditions, the stem may bend.

All Edward globe valves employ body guided disks which are held closely concentric with the body seat. Guiding is provided at both the top and bottom of the disk to form a fully body-guided disk piston. The bottom guide ring on the disk, a Flowserve Edward Valves innovation, minimizes flow behind the disk and minimizes the side load. These features make Edward globe valves well suited to “blowdown” applications in which there is a high differential pressure across the valve when it is partially open.

Since globe valves are not symmetrical with respect to flow, consideration must be given to the direction of flow and differential pressure. It should be noted that the direction of flow when open and differential pressure when closed may not be the same in all applications (e.g., a block valve on a feed line may involve flow into a system when open but may need to prevent leakage out of the

system when closed). Users should consider both factors when deciding on the installation direction for a globe valve.

In most globe valve applications, pressure is under the seat when the valve is closed, and the flow is from under to over the seat (termed “flow to open” or “underseat flow”). In installations where the downstream pressure is zero or very low, this arrangement minimizes packing leakage problems. However, handwheel or actuator effort to close the valve is high, because the stem must supply enough load to both overcome the differential pressure load across the seat area and ensure sufficient sealing load on the metal seat-contact surfaces. Since this flow direction is the most common for globe valves, the flow coefficients given in the Flow Performance section of this catalog are for underseat flow.

Globe valves can also be used with overseat flow and pressure (“flow to close”), but such applications require careful consideration. In systems with dirty line fluids, this arrangement could lead to trapping foreign material in locations where it would interfere with opening. With overseat pressure, the effort to close the valve is low, because closure and sealing are pressure-assisted. However, the effort to open the valve at high differential pressure is high, because the stem must overcome the pressure force to lift the disk (in small valves, the stem diameters approaching the seat diameter, this may not be a problem, because the pressure helps to lift the stem). Also, since the flow coefficients given in this catalog are for underseat flow, pressure-drop predictions may not be as accurate (pressure drop may be up to 10% higher with overseat flow).

While not designed as control valves and not recommended for continuous modulation, Edward globe valves are often used successfully for manual or automatic control during limited periods of system operation (start-up, shutdown, etc.). Some manual valves are also used for continuous throttling or “trimming.” Inclined-bonnet valves, (e.g., Univalves® and Flite-Flow® valves) have an approximately linear flow characteristic ( $C_v$  versus % open).

The Flow Performance section of this catalog covers only flow coefficients for fully open valves, but consult Flowserve concerning applications involving flow control. It should be understood that severe throttling at high pressure drops involves high energy dissipation, and serious problems (e.g., noise, vibration, cavitation, erosion) can develop if not carefully considered when a system is designed.

### 1.1.2 Throttling Characteristics of Edward Stop Valves

As noted in the previous section, Edward stop valves are not normally recommended for continuous modulation, and Edward Valves should be consulted concerning applications involving flow control. This section is intended only to provide general guidelines on flow-control characteristics of typical Edward stop valves. These guidelines may be used for preliminary studies relating to applications involving throttling, but they should not be considered as a substitute for a complete evaluation of the acceptability of a valve for a critical application.

Figure A

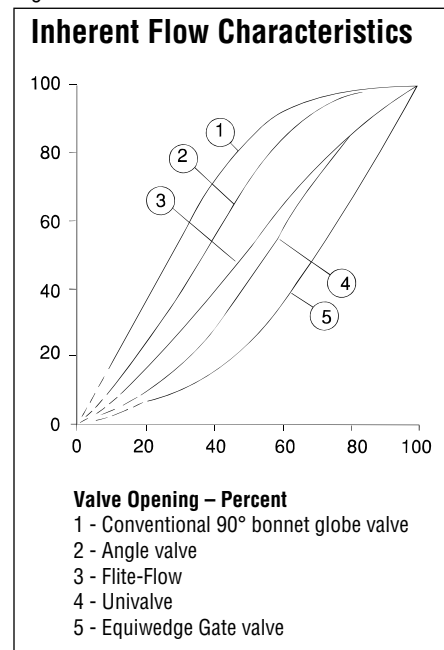


Figure A provides typical **inherent flow-characteristic** curves (percent of full-open flow coefficient versus percent opening) of the most common types of Edward stop valves. It should be understood that these curves are approximate, because there are variations due to size and pressure class that cannot be represented accurately by a single curve for each valve type. Nevertheless, these typical curves can provide some guidance relating to control capabilities of the various valve types.

Note the following subtle differences between the curves in Figure A:

- The conventional 90°-bonnet globe valve provides a relatively steep slope at small

openings approaching a “quick-opening” characteristic. While the body-guided disk in Edward globe valves moderates this effect, it makes the flow coefficient very sensitive to small changes in stem position, so it may prove difficult to control low flow rates.

- The angle valve has a characteristic similar to that of a globe valve, but it is slightly closer to linear due to its normally higher full-open flow coefficient. An angle valve has about the same control characteristics as a globe valve of the same size at small openings.
- The cast-steel Flite-Flow® Y-type valve provides a characteristic that is nearly linear over most of its stem-travel range. For control of flow over a broad range, the high flow efficiency of this type of valve may permit use of a smaller valve size for a given allowable pressure drop. The smaller size, combined with the linear characteristic, can give improved control of low flow rates when the valve is throttled.
- The forged-steel Y-type Univalve® provides even better control at very small openings because of its “double throttling” characteristic as the lower disk-guide ring opens the machined port in the body. Other forged-steel valves have this characteristic to some degree.
- The Equiwedge gate valve has an excellent inherent flow characteristic (“concave

upward”), approaching that of an **equal-percentage** control valve. However, this is somewhat misleading. When installed in pipe of the same nominal size as the valve, the pressure drop of a gate valve is so low at large openings (e.g., over 70%) that piping flow resistance usually overshadows that of the valve. The gate valve would provide little control over flow in that range.

While not normally recommended for throttling for the reasons cited in the previous section, the gate valve flow-characteristic curve is attractive from a standpoint of controlling low flow rates without excessive sensitivity. Use of a gate valve for throttling may be considered for some applications.

### 1.1.3 Stop Valve Actuators and Accessories

Most Edward stop and stop-check valves illustrated in this catalog are shown with handwheels, and the majority of valves are furnished for applications where manual actuation is acceptable. Most larger and higher-pressure globe valves are furnished with standard Impactor handles or handwheels, which provide up to twelve times the stem force of an ordinary handwheel, to provide for adequate seating thrust. Impactogear assemblies on the largest globe valves permit operation using an air wrench. These Flowserve Edward Valves innovations permit

practical manual operation of many valves that would otherwise require gearing or power actuators.

#### Manual Gear Actuators

When specified, many Edward valves can be supplied with manual actuators with gear reduction in lieu of a handwheel. Such actuators reduce the required rim-pull effort and often permit operation by one person in cases where several people would be required to seat the valve with a handwheel. While manual gear actuators slow down operation, they are often an attractive option for valves that are not operated frequently. Operating pressure and differential pressure should be specified.

*Note: Users sometimes specify that valves be operable at maximum differential pressure with very low rim-pull forces. This may require selection of gearing that may cause two problems: (1) literally thousands of handwheel turns for full-stroke valve operation and/or (2) capability to damage the valve easily with rim-pull forces that are readily applied by many operating personnel. Manual gear actuators with high ratios provide relatively little “feel” to the operator, and it is difficult to tell when a valve is fully open or closed. Good judgment should be exercised in specifying practical rim-pull force requirements.*

#### Power Actuators

Where valves are inaccessible for manual operation or where relatively fast opening or closing is required, most Edward valves can be furnished with power actuators. The most commonly used actuators are electric actuators with torque- and position-control fea-

tures. Users frequently have individual preferences on actuator brand names and type, so Edward valves can be furnished with FlowsERVE actuators or other brand actuators to satisfy customer requirements.

FlowsERVE establishes actuator sizes and switch setting based on specific valve-application requirements, using a computer program that matches the valve and actuator operating characteristics to the service-pressure conditions. FlowsERVE can help make this selection since we best know the requirements of our valve. However, we must also know the requirements of your application. As a minimum, requests for quotation should specify:

- Operating pressures – under-and over-seat and differential
- Maximum valve operating temperature
- Ambient conditions – temperature, humidity, radiation
- Motor power supply – AC voltage, frequency, and phase or DC voltage (including variance)
- NEMA rating
- Closing/opening time – if important. If not specified, standard nominal stem speed will be 4 inches/minute (100 mm/min) for globe valves and 12 inches/min (305 mm/min) for gate valves.
- Valve-stem plane – vertical (stem up or down) or horizontal
- Special accessories – position indicator, etc.

Any other special requirements should be clearly specified. If there are non-standard manual-override requirements, see the note above relative to rim-pull forces for manual gear actuators.

## 1.2 Check Valve Applications Guide

### Foreword

Check valves are used in fluid circuits in applications similar to those in which diodes are used in electrical circuits. Reduced to simplest terms, the duty of most check valves is to allow flow in one direction and to prevent flow in the reverse direction. The ideal check would have zero resistance to flow in the normal flow direction and infinite resistance to flow (leakage) in the reverse direction. Of course, the ideal check valve should also be perfectly reliable and should require no maintenance.

There are many different types of check valves, and most do their duty well, giving long, trouble-free service. However, in the real world, no single type of check valve achieves the ideal performance characteristics users sometimes expect. In a very few cases, mismatching of check valves to the needs of fluid circuits has produced serious problems (noise, vibration, severe pressure surges and check-element failures with attendant gross leakage and consequential damage to other equipment). While it is not necessary for every application to be ideal, knowledge of the characteristics of each type of check valve should help system designers and valve users to select the best type

### 1.1.4 Stop Valve Application Chart (For Large Valves, See Cast Steel Catalog)

Type	Advantages	Disadvantages	Applications	Limitations
<b>Globe 90° Bonnet</b>	<ul style="list-style-type: none"> <li>• Compact</li> <li>• Easy access to handwheel or actuator</li> <li>• Fast response</li> </ul>	<ul style="list-style-type: none"> <li>• High pressure drop</li> <li>• High torque</li> <li>• Heavy in large sizes</li> </ul>	<ul style="list-style-type: none"> <li>• Class 300-2500 steam and water</li> <li>• Other gasses and liquids</li> <li>• Usable for throttling</li> </ul>	<ul style="list-style-type: none"> <li>• Not for stem-down installations</li> <li>• Sizes ¼ through <b>24</b></li> </ul>
<b>Angle</b>	<ul style="list-style-type: none"> <li>• Same as globe</li> <li>• Replaces an elbow</li> <li>• Lower pressure drop than globe</li> </ul>	<ul style="list-style-type: none"> <li>• High torque</li> <li>• Heavy in large sizes</li> </ul>	<ul style="list-style-type: none"> <li>• Same as globe</li> </ul>	<ul style="list-style-type: none"> <li>• Same as globe</li> </ul>
<b>Globe Inclined Bonnet</b>	<ul style="list-style-type: none"> <li>• Lower pressure drop than globe or angle</li> <li>• May permit smaller size than globe</li> </ul>	<ul style="list-style-type: none"> <li>• Same as angle</li> <li>• Longest end-to-end length</li> <li>• Handwheel or actuator on an angle</li> <li>• Long stem travel slows response</li> </ul>	<ul style="list-style-type: none"> <li>• Class 600-4500 through size 4</li> <li>• Class 300-2500 through size 24</li> <li>• Otherwise, same as globe</li> </ul>	<ul style="list-style-type: none"> <li>• Same as globe</li> </ul>
<b>Equiwedge® Gate</b>	<ul style="list-style-type: none"> <li>• Lowest pressure drop</li> <li>• Lowest torque</li> <li>• May permit smallest size</li> </ul>	<ul style="list-style-type: none"> <li>• Not recommended for throttling</li> <li>• Long stem travel slows response with manual actuation</li> </ul>	<ul style="list-style-type: none"> <li>• Class 600-2500 steam and water</li> <li>• Other gasses and liquids</li> <li>• Main steam isolation</li> </ul>	<ul style="list-style-type: none"> <li>• Possibility of pressure binding</li> <li>• Sizes 2½ through <b>32</b></li> </ul>

and size intelligently. This knowledge should also help in assuring that serious problems are avoided.

Most check valves seem deceptively simple, with only one moving part — a poppet or flapper that appears capable of allowing flow in only one direction. However, this single mechanical part cannot be expected to take the place of a sophisticated control system that senses flow (direction, quantity, rate of change) and provides output to (1) open the valve fully when flow is in one direction and yet (2) close the valve to prevent flow and leakage in the reverse direction. Each type of check valve has features that enable it to perform one or more of its duties well, but each type also has weaknesses. The relative importance of these strengths and weaknesses is highly dependent on the requirements of individual applications.

The goal of this guide is to provide application engineers and users with practical advice on check valve selection and sizing, location in piping systems, preventive maintenance and repairs. Emphasis will be on Flowserve Edward Valves products, but comparisons will be provided in some cases with other types of check valves.

This guide is based on extensive testing of Edward check valves in sizes from NPS ½ through 18 as well as a reasonable sampling of other types. Since complete performance testing of every valve type, size and pressure class is not practical, predictions of the performance of some valves are based on mathematical models. However, the models are based on substantial test data and are believed to be reasonably accurate or conservative. The laboratory test files cover over forty years. Perhaps even more important, the files include feedback from substantial field experience — in fossil and nuclear-fueled power plants, refineries, chemical plants, oil fields and in countless other applications. It is hoped that this test and field experience will help others avoid problems and pitfalls in the application and use of check valves.

## Introduction

This guide has been prepared to aid fluid-system designers in sizing and selecting check valves for industrial and power-piping systems. Guidance is also provided on valve orientation (inclination from horizontal, etc.) and on location of check valves with respect to other flow disturbances. In addition, this guide should aid users in planning preventive maintenance programs, performing main-

tenance and repairs when necessary, and in evaluating and correcting problems.

Emphasis in this guide is on selection and application of forged- and cast-steel Edward Valves products, but comparisons with other types of check valves are given where this can be done based on valid information.

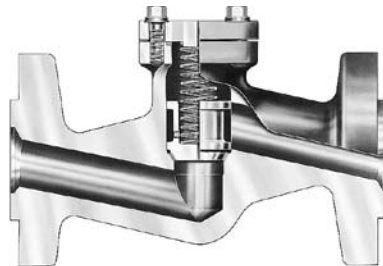
The Flow Performance section of this catalog provides equations and coefficients for the calculation of pressure drop and the flow required to assure full valve opening. In addition, that section provides most of the necessary supplemental data required for routine calculations, such as water and steam density.

This guide also provides caution notes relative to system-related problems to be avoided (such as piping vibration, flow instability, waterhammer). Some of these guidelines are qualitative and could involve further analysis. However, attention to these notes should help to avoid problems.

Finally, this guide addresses check valve maintenance. History indicates that preventive maintenance of check valves is often neglected, and this can lead to serious valve failures which may damage other equipment. The guidelines provided on periodic inspection and preventive maintenance should pay off in terms of reduced overall plant maintenance and repair costs.

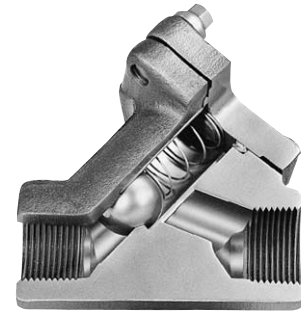
## 1.2.1 Check Valve Types and Typical Uses

While other types are sometimes encountered in power hydraulics and other specialized applications, four basic types of check valves are commonly used in industrial and power piping applications.



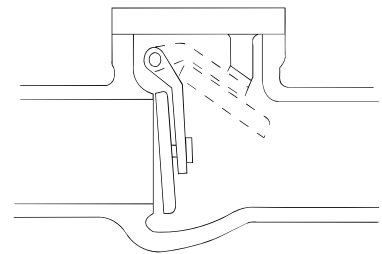
### 1-Lift Check Valves

The closure element is a poppet or disk that is lifted open by flow and which seats, usually on a mating conical surface in the valve body, under no-flow conditions.



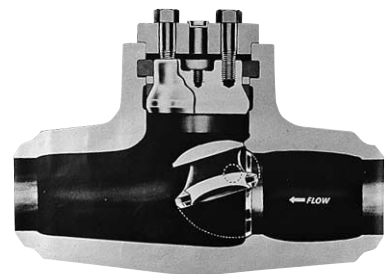
### 2-Ball Check Valves

A lift check valve in which the closure element is a ball.



### 3-Swing Check Valves

The closure element is a pivoted flapper which is swung open by flow and which seats, generally against a mating flat surface in the valve body, under no-flow conditions.



### 4-Tilting-Disk Check Valve

The closure element is a pivoted disk or flapper, somewhat like that in a swing check valve but with a pivot axis close to the center of the flow stream. It is swung open by flow and seats against a mating conical surface in the valve body under no-flow conditions.

There are many variations among these four basic types of check valves. For example, springs may be included to assist closure and counteract gravitational forces, and accessories may be provided for exercising or position indication. All Edward lift check

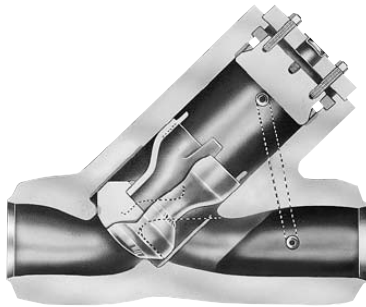


valves employ body-guided disks with a piston-like extension to provide good guidance and resistance to wear. Accordingly, they are referred to in this guide as piston-lift check valves. In addition, Flowserve manufactures Edward stop-check valves which are piston-lift check valves that allow positive closure for isolation, just like globe stop valves.

Illustrations of the Edward valve types manufactured by Flowserve are provided in this catalog, and brief notes on advantages, disadvantages, applications, and limitations are provided in the Check Valve Applications Chart (section 1.2.2). Some further highlights of the features of these valves are provided in the following paragraphs.

### Edward Piston-Lift Check Valves

In both small forged-steel and large cast-steel Edward lines, three distinctly different valve body styles appear in the illustrations – inclined-bonnet globe valve style, angle valve style, and 90°-bonnet globe valve style.



With respect to check valve function, these valves are all similar, with only slightly different orientation limits as discussed in the Valve-Installation Guidelines section (1.3). The main difference between these systems is in flow performance:

- Inclined-bonnet piston-lift check valves produce low pressure drop due to flow when fully open. They have flow coefficients comparable to those of tilting-disk check valves and only slightly lower than provided by many swing check valves.
- In most cases, angle piston-lift check valves have lower flow coefficients and thus produce more pressure drop than inclined-bonnet valves, but they are superior to 90°-bonnet valves. Where a piping system requires a bend and a valve, use of an angle piston-lift check valve eliminates the cost and pressure drop of an elbow and the cost of

associated piping welds or flanged connections.

- 90°-bonnet piston-lift check valves have the lowest flow coefficients and produce pressure drops comparable to 90°-bonnet globe valves. They are sometimes preferred in systems where pressure drop is not critical or where space requirements dictate a minimum size and easy access to a handwheel or actuator (on a stop-check valve).

Piston-lift check valves are generally the most practical type for small sizes, and they generally provide the best seat tightness. Small forged-steel piston-lift check valves normally include a disk-return spring, but may be ordered without springs. The Flow Performance section of this catalog and section 1.3 below address such valves, both with and without springs. Cast-steel piston-lift check valves have equalizer tubes which connect the volume above the piston with a relatively low-pressure region near the valve outlet. This feature allows a much larger valve opening (and higher flow coefficient) than would be possible otherwise, and it allows the valve to open fully at a relatively low flow.

The body-guided feature of Edward piston-lift check valves is an advantage in most services, because it assures good alignment of the disk with the valve seat and minimizes lateral vibration and wear. However, this feature may lead to sticking problems due to foreign-material entrapment in unusually dirty systems. Another inherent characteristic is that large piston-lift check valves may not respond rapidly to flow reversals and may cause water-hammer problems in systems where the flow reverses quickly [see the Pressure Surge and Waterhammer section (1.4.2)]. Since smaller valves display inherently faster response, historic files have shown no water-hammer problems with small forged-steel check valves.

### Edward Stop-Check Valves

Stop-check valves offer the same tight sealing performance as a globe stop valve and at the same time give piston-lift check valve protection in the event of backflow. A stop-check valve is nearly identical to a stop valve, but the valve stem is not connected to the disk. When the stem is in the “open” position, the disk is free to open and close in response to flow, just as in a piston-lift check valve. When serving as a check valve, stop-check valves display the same advantages and disadvantages as discussed above for piston-lift

check valves. Small forged-steel stop-check valves, except the Univalve® stop-check valves, employ a disk-return spring, and cast-steel stop-check valves have equalizer tubes that function in the same manner as those on comparable piston-lift check valves.

The stem in the stop-check valve may be driven either by a handwheel or an actuator, and it may be used either to (1) prevent flow in the normal direction when necessary for isolation or (2) supplement line pressure to enhance seat tightness in applications with pressure from the downstream side. Some users automate stop-check valves to give extra system protection against reverse flow and leakage. For example, an actuator may be signaled to close the valve when a pump is shut off; the disk closes quickly by normal check valve action, and the stem follows to seat the valve firmly a short time later.

### Edward Ball Check Valves

Ball check valves are offered only in small forged-steel configurations (size 2 and smaller) with inclined-bonnet bodies and ball-return springs. These valves are recommended over piston check valves, for service with viscous fluids or where there is scale or sediment in the system. The bolted-bonnet versions offer flow performance that is generally similar to that of equivalent piston-lift check valves, and they are the preferred ball check valves for most industrial and power-piping applications.

The threaded-bonnet hydraulic ball check valves are used primarily in very high pressure, low-flow applications with viscous fluids. They have lower flow coefficients that have proven acceptable for those services. These valves sometimes exhibit chattering tendencies when handling water, so they are not recommended for low-viscosity fluids.

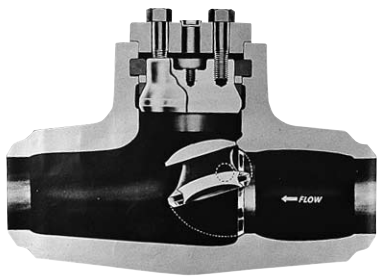
A unique feature of the ball check valve is that the ball closure element is free to rotate during operation, allowing the ball and seat to wear



relatively evenly. This feature, combined with the standard return spring, helps to promote positive seating even with heavy, viscous fluids.

### Edward Tilting-Disk Check Valves

Tilting-disk check valves are particularly well-suited to applications where rapid response and freedom from sticking are essential. Fully open valves of this type also exhibit low pressure drop. They have flow coefficients comparable to those of Edward inclined-bonnet piston-lift (Flite-Flow<sup>www</sup>) check valves and only slightly lower than provided by many swing check valves.



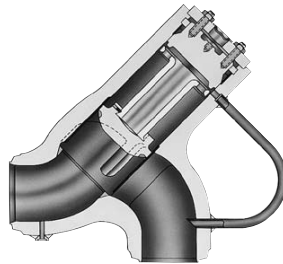
Tilting-disk check valves provide rapid response, because the center of mass of the disk is close to the pivot axis. Just as in a pendulum, this characteristic promotes rapid motion of the disk toward its natural (closed) position whenever the force holding it open is removed. This response can be valuable in applications where relatively rapid flow reversals may occur, such as in pump-discharge service where multiple pumps discharge into a common manifold. In such cases, the flow may reverse quickly, and the rapid response of the tilting-disk check valve minimizes the magnitude of the reverse velocity and the resulting waterhammer pressure surge. This characteristic also minimizes impact stresses on the disk and body seats. However, an extremely rapid flow reversal, as might be produced by an upstream pipe rupture, could cause a problem. See the Pressure Surge and Water Hammer section (1.4.2) for further discussion.

Size-6 and larger tilting-disk check valves have totally enclosed torsion springs in their hinge pins to help initiate the closing motion, but the disk is counterweighted to fully close without the springs. With the free pivoting action of the disk, this type of valve is highly immune to sticking due to debris in the system.

Tilting-disk check valves are superficially similar to swing check valves in that both operate on a pivoting-disk principle. However, the

pivot axis in a swing check valve is much farther from the disk's center of mass, and this increases the "pendulum period" and hence the time required for closure in services with flow reversal. In addition, the one-piece disk in the tilting-disk check valve avoids the necessity of internal fasteners and locking devices, which are required to secure disks to pivot arms in most swing check valves. However, like swing check valves, tilting-disk check valves have hinge pins and bearings that are subject to wear due to disk flutter if the valve is not fully open and/or there are flow disturbances or instabilities. Such wear may produce eccentricity of the disk and seat when the valve closes, leading to a degradation of seat tightness (particularly at low differential pressures). Applications involving severely unstable flow or prolonged service without preventive maintenance can lead to failures in which the disk separates completely from the hinge pins and will not close. Other sections of this guide address the flow conditions which may lead to problems as well as maintenance recommendations.

### Edward Elbow-Down Check and Stop-Check Valves



Elbow-down piston-lift check and stop-check valves are similar to Flite-Flow valves except that the valve outlet is in the form of an elbow to direct the flow downward. These valves were designed specifically for applications in controlled-circulation power plants, and they have special clearances and other design features. Because of these special features, the sizing and pressure-drop calculation methods given in the Flow Performance section of this catalog do not apply. However, special elbow-down valves can be furnished with conventional check valve design features for applications where this valve-body geometry is desirable.



### Edward Combinations of Check and Stop-Check Valves

As noted in the Foreword to this section (1.2), no single type of check valve achieves ideal performance characteristics. The advantages and disadvantages noted in the Check Valve Applications Chart (section 1.2.2) and other information in this catalog should assist in selection of the best valve size and type for any specific application. However, the selection of any single valve may require undesirable compromises.

Some system designers and users specify two check valves in series for critical applications, and this does give some insurance that at least one valve will close even if the other valve fails. However, if two identical valves are used, a system characteristic that is troublesome to one valve could produce problems with both. In such cases, use of two valves does not assure double safety or double life. Sometimes it is worth considering the selection of two different types of check valve, each with advantages to offset disadvantages of the other.

One specific check valve combination has been used in applications of Flowserve Edward valves to provide advantages that no single valve can offer. A tilting-disk check valve in series with a piston-lift check valve offers minimum waterhammer and freedom from sticking (from the tilting-disk) and good seat tightness (from the piston-lift check). The disadvantage is added pressure drop and cost, but the pressure-drop penalty is minor if the Flite-Flow inclined-bonnet piston-lift check valve is used. Even the cost penalty may be offset if a stop-check valve is used, because it may be able to take the place of a stop valve that would be required otherwise for isolation.

### 1.2.2 Check Valve Applications Chart (For Large Valves, See Cast Steel Catalog)

Type	Advantages	Disadvantages	Applications	Limitations
<b>Piston Lift Check</b>	<ul style="list-style-type: none"> <li>• Very low pressure drop in inclined bonnet valves</li> <li>• Relatively low pressure drop in angle valves</li> <li>• Larger valves incorporate an external equalizer</li> <li>• Minimum chatter due to flow disturbances</li> <li>• Good seat tightness</li> <li>• Forged steel valves with spring can be mounted in any orientation</li> </ul>	<ul style="list-style-type: none"> <li>• Relatively high pressure drop in 90° bonnet valves</li> <li>• Subject to “sticking” in very dirty systems</li> </ul>	<ul style="list-style-type: none"> <li>• Class 300-4500 service</li> <li>• High temperature steam and water</li> <li>• Refining, petrochemical, chemical, etc.</li> <li>• Oilfield production</li> <li>• Can be used in series with Tilting Disk Check to provide maximum line protection (advantages of both types).</li> </ul>	<ul style="list-style-type: none"> <li>• Sizes ¼ through <b>24</b></li> <li>• For orientation limits see valve installation guidelines</li> <li>• For flow limits see Flow Performance section of this catalog</li> </ul>
<b>Ball Check</b>	<ul style="list-style-type: none"> <li>• Wear on body seat and check element evenly distributed</li> <li>• Long service life</li> <li>• Forged steel valves with spring can be mounted in any orientation</li> <li>• Available with either integral or threaded seat for hydraulic valve</li> <li>• Low cost</li> </ul>	<ul style="list-style-type: none"> <li>• High pressure drop</li> <li>• Available only in small sizes</li> </ul>	<ul style="list-style-type: none"> <li>• Class 600 and Series 1500 service</li> <li>• Water, steam, refining, petro-chemical, chemical, etc.</li> <li>• Service where scale and sediment exist</li> <li>• Viscous fluids</li> </ul>	<ul style="list-style-type: none"> <li>• Sizes ¼ through <b>2</b></li> <li>• For orientation limits see valve installation guidelines</li> <li>• Not recommended for gas service at low flow rates</li> <li>• For flow limits see Flow Performance section of this catalog</li> </ul>
<b>Tilting Disk Check</b>	<ul style="list-style-type: none"> <li>• Very low pressure drop</li> <li>• Straight through body design</li> <li>• Very fast closing</li> <li>• Minimizes disk slamming and waterhammer pressure surges</li> <li>• Will not “stick” in dirty systems</li> </ul>	<ul style="list-style-type: none"> <li>• Not recommended for service with rapidly fluctuating flow</li> <li>• Seat tightness may deteriorate at low differential pressure</li> </ul>	<ul style="list-style-type: none"> <li>• Class 600-4500 service</li> <li>• High temperature steam and water</li> <li>• Refining, petrochemical, chemical, etc.</li> <li>• Oilfield production</li> <li>• Can be used in series with Piston Lift check or Stop-Check to provide maximum line protection (advantages of both types)</li> </ul>	<ul style="list-style-type: none"> <li>• Sizes <b>2½</b> through <b>24</b></li> <li>• For orientation limits see valve installation guidelines</li> <li>• For flow limits see Flow Performance section of this catalog</li> </ul>
<b>Stop Check</b>	<ul style="list-style-type: none"> <li>• See Piston Lift Check above</li> <li>• Can be used for Stop valve service</li> <li>• Stem can be lowered onto disk to prevent chatter at low flow</li> <li>• Stem force can overcome “sticking”</li> </ul>	<ul style="list-style-type: none"> <li>• See Piston Lift Check valve above</li> </ul>	<ul style="list-style-type: none"> <li>• See Piston Lift Check above</li> </ul>	<ul style="list-style-type: none"> <li>• See Piston Lift Check above</li> </ul>

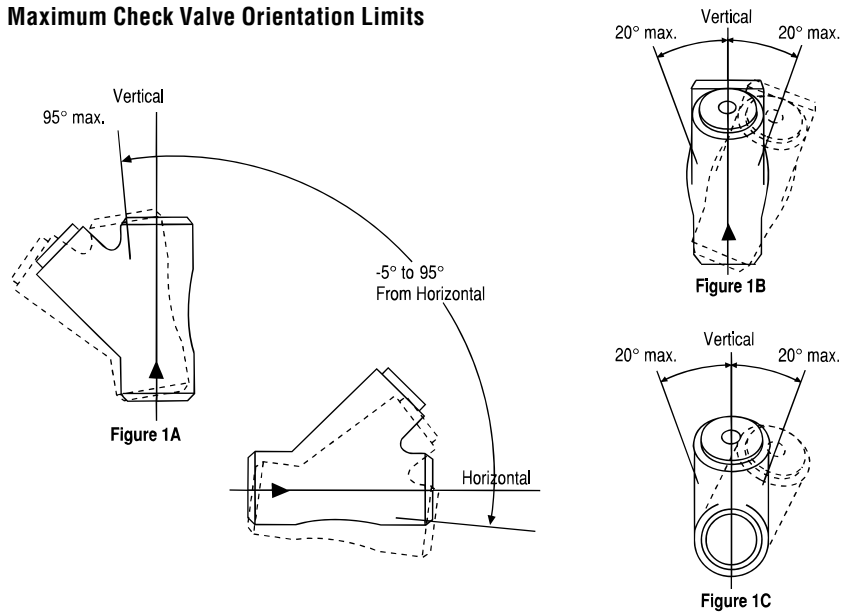
### 1.3 Check and Stop-Check Valve Installation Guidelines

Unlike stop valves, which can be installed in any position with little or no effect on performance, most check and stop-check valves have limitations as to their installed orientation. Although the normal installation is in a horizontal or vertical line (depending on valve type), check and stop-check valves can be installed in other orientations. It should be noted, however, that valves installed in other than the normal positions may exhibit a degradation of performance, service life and resistance to sticking, depending on the flow conditions and cleanliness of the line fluid. For maximum reliability, it is recommended that piston-lift check valves and stop-check valves be installed with flow axis horizontal (vertical inlet and horizontal outlet for angle valves) with the bonnet above the valve in a vertical plane. Following are maximum out-of-position orientations that may be used for less critical applications and which should never be exceeded.

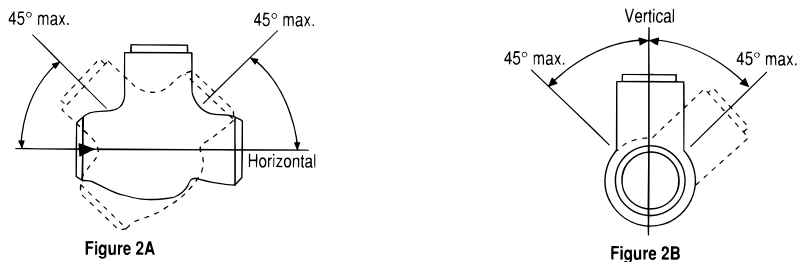
- All Edward forged-steel check and stop-check valves (except Univalve® stop-check valves) are normally furnished with spring-loaded disks and may be installed in any position. The spring-loaded disk enables positive closure regardless of valve position. However, installed positions in which dirt or scale can accumulate in the valve neck should be avoided. An example of this would be an inclined-bonnet valve installed in a vertical pipeline with downward flow. If forged-steel valves are ordered without springs, the limitations below should be observed.

- Edward cast-steel Flite-Flow®, forged-steel Univalve, and inclined-bonnet check and stop-check valves without springs, when installed in vertical or near vertical lines, should be oriented such that the fluid flow is upward and the angle of incline of the line is not more than 5° past the vertical in the direction of the bonnet. When installed in horizontal or near horizontal lines, the valve bonnet should be up and the angle of incline of the line should be not more than 5° below the horizontal. See Figure 1A. Also, the roll angle of the valve bonnet should not be more than 20° from side to side for either vertical or horizontal installations. See Figures 1B and 1C. Consult your Flowserve Edward Valves representative concerning installation limits of bolted-bonnet forged-steel check valves without springs.

**Figure 1**  
**45° Inclined Bonnet Piston Lift Check Valves**  
**Maximum Check Valve Orientation Limits**



**Figure 2**  
**90° Bonnet Piston Lift Check Valves**  
**Maximum Valve Orientation Limits**



*Note: For piston lift check valves, any installation resulting in combined out of position orientation, such as a valve in an inclined line with a rollover angle as well, should limit the angle of the bonnet to the following:*

- 45° from vertical for angle and 90° bonnet valves.
- 50° from vertical for inclined bonnet valves.

- Edward cast-steel and forge-steel 90°-bonnet check and stop-check valves without springs should be installed with the bonnet up, and the angle of incline of the line should not be more than 45° from the horizontal. Also, the roll angle of the valve bonnet should not be more than 45° from side to side. See Figures 2A and 2B.

- Edward cast-steel and forged-steel angle check and stop-check valves without springs should be oriented such that the incoming flow is upward, and the angle of incline of

the line should not be more than 45° in either direction. See Figure 3A and 3B.

- Edward tilting-disk check valves may be installed in horizontal lines and vertical lines and at any incline angle in between. When the incline angle is not horizontal, flow should always be up. The roll angle of the valve should not be more than 30° from side to side. See Figures 4A and 4B. Also, when installed in other than vertical lines, the bonnet should always be oriented up.

**Figure 3**  
Angle Piston Lift Check Valves  
Orientation Limits

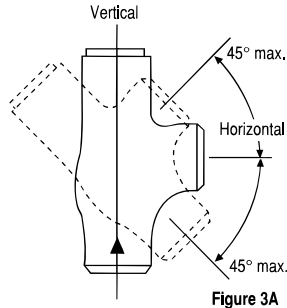


Figure 3A

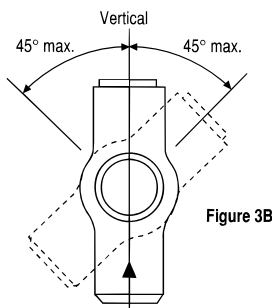


Figure 3B

**Figure 4**  
Tilting Disk Check Valves  
Orientation Limits

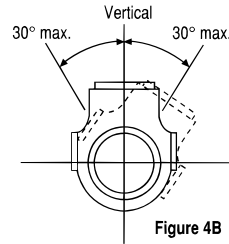


Figure 4B

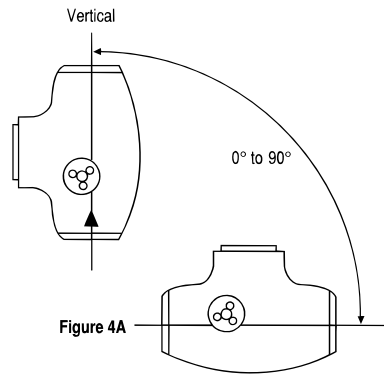


Figure 4A

In each case described above, the limitations given for line inclination and bonnet roll angle should not be combined.

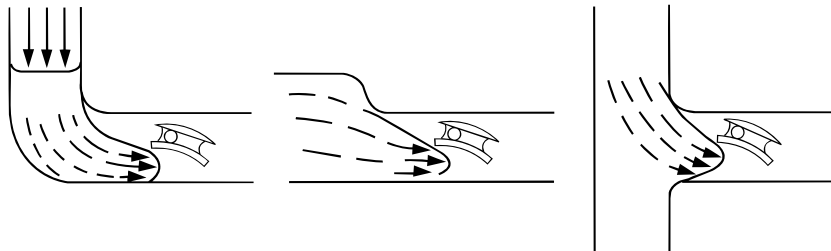
It should be understood that the information given in the section of this catalog entitled Flow Performance is based on traditional horizontal orientations. For other orientations, the pressure drop and flow required for full lift may be affected. In addition, seat tightness, particularly at low differential pressures, may be adversely affected.

Orientation restrictions may also exist for power-actuated stop-check valves. Most linear valve actuators are designed to be mounted upright and nearly vertical, although they can usually be modified for mounting in any position. When selecting a stop-check valve and power actuator, be sure to specify the mounting position desired if not vertical and upright.

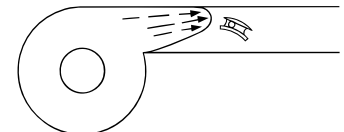
### 1.3.1 Adjacent Flow Disturbances

Check valves, like other valve types, are generally tested for performance and flow capacity in long, straight-pipe runs. Flow coefficients obtained from these tests are then used to predict the flow rate or pressure drop that will be experienced in actual applications. The

**Figure 5**  
Pipe fittings near valves may produce instability because of velocity profile distortion

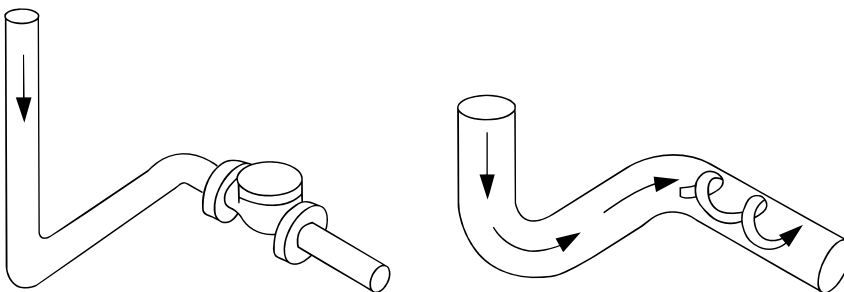


**Figure 6**  
Non-uniform velocity profile at blower or pump discharge can affect stability.



ideal installation of a check valve in a plant would be in a long run of straight pipe so that performance would correspond to the test conditions. Since space limitations involved with many installations preclude such ideal straight-pipe runs, the effects of adjacent pipe fittings, control valves, pumps and other flow disturbances must be considered.

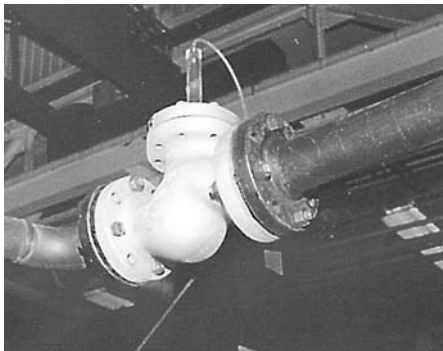
**Figure 7**  
Elbows in two places cause swirl which can promote instability.



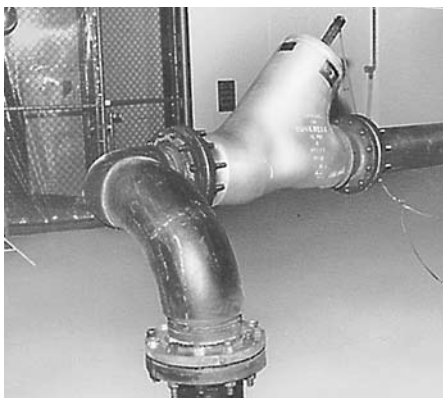
Previously published data have indicated that flow disturbances, particularly upstream disturbances, may significantly affect check valve performance. It has been reported that valve flow capacity may be significantly reduced as compared to that measured in straight-pipe tests, and there have been strong suggestions that such disturbances aggravate check valve flutter and vibration. Since these conditions could degrade valve performance and contribute to rapid wear and premature valve failure, they

are important factors in evaluating check valve applications. Figure 5 illustrates how upstream pipe fittings may alter the flow profile entering a check valve, crowding it to one side or the other. A similar distortion occurs in a valve located near the discharge of a centrifugal pump or blower, as shown in Figure 6. Elbows in two planes cause a flow stream to swirl, which might produce unusual effects on a check valve installed as shown in Figure 7.

Since there was no known way to predict the effects of flow disturbances on check valves by mathematical models, Flowserve conducted extensive testing of size 2, 4, 8 and 10 check valves in straight-pipe runs and in piping with upstream flow disturbances. Figures 8 and 9 illustrate typical flow-test setups.



**Figure 8**  
Size 4 Class 600 90° bonnet piston lift check valve with two upstream elbows (out of plane). This arrangement produces swirl as shown in Figure 7.



**Figure 9**  
Size 10 Class 1500 Flite-Flow® inclined bonnet piston lift check valve with two upstream elbows. Test loop capacity permitted tests with line velocity over 20 ft/s (6 m/s).

In most tests, room temperature water was the flow medium, but limited straight-pipe testing was performed with air. The valves tested included Edward piston-lift check (inclined-bonnet, angle and 90°-bonnet), tilting-disk check valves and a size-4 swing check valve manufactured by another company. The tests were designed to evaluate the effects of flow disturbances on (1) valve stability, particularly when partially open; (2) flow rate required to open the valve fully; and (3) the flow coefficient ( $C_v$ ) of the valve. The flow disturbances evaluated included single and double (out of plane) 90° elbows in various orientations immediately upstream of the check valves. In addition, the effects of a throttled, upstream control valve were simulated with an offset-disk butterfly valve (at various throttle positions) mounted immediately upstream, as well as at five and eleven pipe diameters upstream, of the check valves.

With few exceptions, tests with ten or more diameters of straight pipe upstream of check valves produced little cause for concern. In water flow tests, visual position indicators usually showed only minor disk “wobble” or very small open-close flutter (e.g. less than 1° total rotation of a tilting disk), even at very low flows and small valve openings. The only conditions that produced severe instability were those involving air flow at very low pressures (below 50 psi or 3.4 bar) and valve openings less than 20%. Such conditions produced significant cyclic motion, with disks bouncing on and off the body seats. In view of the many uncertainties in applying laboratory test results to service conditions, it is considered prudent to avoid operating conditions which produce check valve openings of less than 25%, even in ideal straight-pipe applications.

Highlights of the results of the Flowserve tests with flow disturbances are given in Table A on page 95. The test program clearly showed that upstream flow disturbances do affect check valve performance, but the effect is not always predictable. The magnitude of the effect can vary, depending on the type and even the size of the valve. In some cases, even the direction of the effect (improvement or degradation) varies from valve to valve. Nevertheless, some general observations on the results of these tests are:

- Single and double upstream elbows produced less severe effects on check valve performance than had been expected, and some valves displayed no discernible effects.

For example, Edward angle piston-lift check valves exhibited the same stability, lift and flow coefficients ( $C_v$ ) with upstream elbows as with straight pipe. In tests of other types of valves, upstream elbows produced both beneficial and adverse effect to various degrees.

- In each case where a check valve was tested with a throttled butterfly valve immediately upstream, there were significant effects on performance. The effects included increased disk flutter and reduced valve opening at a given flow, as compared to straight-pipe performance. In some cases, full check valve opening could not be achieved at any flow within the capabilities of the test loop.

Even where full opening was obtained, some valves continued to flutter on and off their stops. These effects were worst when the butterfly valve was most severely throttled (smallest opening and highest pressure drop). In the worst cases, the butterfly valve exhibited audible cavitation, but it is not clear whether the adverse effects resulted from simple flow distortion or the two-phase flow stream from the cavitating butterfly valve.

In similar tests with the butterfly valve moved 5 diameters upstream of the check valve (but with similar throttling), the adverse performance effects were decreased significantly but not eliminated. When the butterfly valve was moved 11 diameters upstream of the check valve, normal check valve performance was restored.

The results of these tests were enlightening, but they must be combined with observations based on field experience. For example, while upstream elbows produced less severe effects than expected, there were still adverse effects on some valves. It is difficult to extrapolate a laboratory test to years of service in a plant installation, but Flowserve service files include an interesting and relevant incident. Two size-12 tilting-disk check valves in one plant had hinge-pin failures over a time period of several months after 25 years of service. While this incident might best be cited as a case for more inspection and preventive maintenance, the details of the installation were investigated. It was determined that the flow rates were in a range that should have assured full disk opening, but the valves were installed close to upstream elbows.

Users of this catalog may wish to refer to EPRI Report No. NP 5479 (see the Sources for Additional Information section of this

catalog) for further data on the performance of swing check valves in tests similar to those conducted by Flowsolve. The size-4 swing check valve used in the Flowsolve test program had a stop positioned to restrict the disk-opening angle to about 38°. This valve opened fully at a relatively low flow and exhibited reasonably stable performance. The tests sponsored by EPRI showed that other swing check valves (with less restrictive stops) exhibited larger amplitudes of flutter than were observed in comparable Flowsolve tests.

The following guidelines are based on Flowsolve tests and field experience, combined with other published information:

- If possible, check valves near flow disturbances should be sized to be fully open, preferably by a good margin, even at the lowest sustained flow rate anticipated for each application. The Flow Performance section of this catalog provides methods for sizing Edward check valves for new installations or for evaluating existing applications. When flow-induced forces load a valve closure ele-

ment firmly against a stop, it is less likely to flutter and suffer from rapid wear.

Full opening does not guarantee freedom from problems if the margin is not sufficient to provide a firm load against the stop. Equalizers on Edward cast-steel piston-lift check and stop-check valves enhance this margin and provide good stop loading, but flow disturbances may cause other valve disks to bounce on and off their stops. This “tapping” phenomenon may cause faster wear than flutter about a partially open position. For this reason, the minimum sustained flow rate through a tilting-disk check valve near flow disturbances should be about 20% greater than the flow rate required to just achieve full opening.

If it is not possible to ensure full opening of a check valve at minimum flow conditions, at least 25% opening should be ensured. Valves operating at partial opening for significant periods of time should be monitored regularly to determine if there is instability or wear.

- In view of uncertainties associated with long-term effects of flow disturbances, it is

recommended that a minimum of 10 diameters of straight pipe be provided between the inlet of a check valve and any upstream flow disturbance (fittings, pumps, control valves, etc.), particularly if calculations indicate that the check valve will not be fully open for a substantial portion of the valve service life. There should be a minimum of 1 to 2 diameters of pipe between the check valve and the nearest downstream flow disturbance.

- In the specific case of upstream elbows, reasonably successful performance should be attainable with 5 diameters of straight pipe between an upstream elbow and a check valve if the valve will not be partially open for a significant portion of its service life. Tests described in EPRI Report No. NP 5479 indicate that elbows installed 5 diameters or more upstream had a negligible effect on swing check valves, and this is expected to be true for other check valve types. Even less straight pipe may be satisfactory, but such close spacing should be reserved for applications with very tight space constraints. More frequent inspection and preventive maintenance should be planned for valves in such installations.

**Table A – Effects of Upstream Flow Disturbances on Check Valve Performance**

Valve Size and Type	Single Elbow at Valve Inlet <sup>1</sup>	Double Elbows (Out of Plane) at Valve Inlet	Throttled Butterfly Valve		
			At Valve Inlet	5 Diam. Upstream	11 Diam. Upstream
Size 2, Inclined-Bonnet, Piston-Lift Check	Higher Lift for Same Flow; Disk Flutter at Lower Lifts <sup>2</sup>	Higher Lift for Same Flow	NA	NA	NA
Size 4, Angle, Piston-Lift Check	No Effect	No Effect	NA	NA	NA
Size 4, 90°-Bonnet, Piston-Lift Check	Same, Lower or Higher Flow for Full Lift	No Effect	Disk Flutter and Chatter: Failure to Achieve Full Open	NA	NA
Size 4, Swing Check	Smaller Opening for Same Flow	Smaller Opening for Same Flow	Larger Opening for Same Flow; Disk Flutter	NA	NA
Size 8, Angle, Piston-Lift Check	No Effect	NA	NA	NA	NA
Size 8, 90°-Bonnet, Piston-Lift Check	Disk Flutter at Partial Lift	NA	NA	NA	NA
Size 10, Inclined-Bonnet, Piston-Lift Check	Same or Lower Lift for Same Flow; Slight Disk Wobble	No Effect	Failure to Achieve Full Open; Disk Flutter and Chatter	Failure to Achieve Full Open	No Effect
Size 10, Tilting-Disk Check	No Effect	Minor Flutter	Same, Lower or Higher Lift for Same Flow; Disk Flutter and Chatter	Minor Flutter	No Effect

<sup>1</sup>: Tests were conducted with single 90° elbows in the horizontal plane and in the vertical plane (with flow both from above and below).

<sup>2</sup>: One size-2 valve exhibited flutter at lower lifts; another was stable.

- In the specific case of throttled upstream control valves, the minimum requirement of 10 upstream pipe diameters should be adhered to rigidly. Calculations indicating full valve opening based on straight-pipe tests cannot be trusted to prevent problems, because severe flow disturbances may prevent full opening. Even greater lengths of straight pipe should be considered if the control valve operates with very high pressure drop or significant cavitation.

- Users with existing check valve installations that do not meet these guidelines should plan more frequent inspection and preventive maintenance for such valves. If a check valve is installed close to an upstream control valve that operates with a high pressure drop, considerations should be given to a change in piping or valve arrangements.

### 1.3.2 Other Problem Sources

In addition to the fundamentals of check valve selection, sizing and installation, several other potential sources of check valve problems should be considered in applications engineering or, if necessary, in solving problems with existing installations:

#### • Piping-System Vibration

In other sections of this guide, it has been noted that check valve damage or performance problems may result from flow-induced flutter or vibration of the closure element. Very similar damage may result from piping-system vibration. Such vibration may originate at pumps, cavitating control valves or other equipment. Check and stop-check valves are susceptible to vibration damage, because the check element is “free floating” when partially open, with only the forces due to fluid flow to balance the moving weight. Impact damage and internal wear may result if the valve body vibrates while internal parts attempt to remain stationary. This condition may be avoided by adequately supporting the piping system near the check valve or by damping vibration at its source. Of course, it is helpful to assure that the check element opens fully, because flow forces at the disk-stop help to inhibit relative motion.

#### • Debris in Line Fluid

Debris in the flow stream can cause damage and performance problems in check and stop-check valves. Debris entrapped between the disk and seat may prevent full closure and lead directly to seat leakage. If hard particles or chips are in the debris, they may damage the seating surfaces and contribute to seat

leakage even after they are flushed away. Debris caught between the disk and the body bore of a piston-lift check valve can cause the disk to jam and prevent full opening or closing. To ensure best check valve performance and seat tightness, line fluids should be kept as clean as practical. As noted before, tilting-disk check valves are particularly resistant to sticking or jamming, but they are no more resistant to seat damage than other types.

#### • Unsteady (Pulsating) Flow

An unsteady flow rate can lead to rapid check valve damage, particularly if the minimum flow during a cycle is not sufficient to hold the valve fully open. The valve may be damaged just because it does what a check valve is designed to do – open and close in response to changes in flow. As an example, a check valve installed too close to the outlet of a positive displacement pump may attempt to respond to the discharge of each cylinder. If the mean flow during a cycle is low, the disk may bounce off the seat repeatedly in a chattering action. If the mean flow is higher, the disk may bounce on and off the full-open stop. Such pulsating flows may be difficult to predict. For example, a steam leak past the seat of an upstream stop valve may produce a “percolating” action in a line filled with condensate and cause a check valve to cycle. Such problems may only be discovered by preventive maintenance inspections.

#### • Vapor Pockets in Liquid Piping Systems

Unusual phenomena are sometimes observed in piping systems containing hot water that partially vaporizes downstream of a closed check valve. Vapor pockets at high points may collapse suddenly when the check valve opens (due to the start-up of a pump, for example). This collapse may be remote from the check valve and have no effect on the check valve performance. However, if a vapor pocket exists in the upper part of a piston-lift check or stop-check valve body (above the disk), the collapse may generate unbalanced forces in the direction of disk opening. Since the vapor offers little fluid resistance, rapid acceleration of the disk toward the fully open position may occur. In extreme cases, the disk or bonnet stops may be damaged due to impact. Such thermodynamic quirks are difficult to anticipate when designing a piping system and are sometimes as difficult to diagnose if they occur in an existing installation. Changes in piping arrangements or operating procedures may be necessary if severe problems occur. It is possible that similar problems may occur during low-pres-

sure start-up operations in unvented liquid-piping systems.

## 1.4 Check Valve Performance

### 1.4.1 Check Valve Seat Tightness

Edward check valves are factory-tested with water in accordance with MSS SP-61 (Manufacturers Standardization Society of the Valve and Fittings Industry, Inc.) at an overseat pressure of 1.1 times the pressure ratings of the valve. While check valves are allowed leakage rates up to 40 ml/hr per unit of nominal valve size by MSS SP-61, Flowserve allows no more than 5% of this leakage for cast-steel valves and no visible leakage for forged-steel valves. Tilting-disk and forged-steel check valves are then tested again at a reduced pressure with allowable leakage rates which are less than the MSS SP-61 requirements.

Closed check valve closure elements (disk, ball, flapper, etc.) are acted on by a combination of forces produced by gravity, springs (where applicable) and reversed differential pressure. While gravity and spring forces help to position the closure element into the substantially closed position, metal-to-metal seating check valves typically rely on pressure forces to produce the seating loads necessary for good seat tightness.

Some metal-seated check valves do not produce good seat tightness at low differential pressures, particularly when the pressure increases from zero. A threshold level of differential pressure is required to produce uniform metal-to-metal contact and restrict leakage to a reasonable rate. An even higher level is required to ensure that a valve meets leakage-rate criteria like those in MSS SP-61. Unfortunately, these levels of differential pressure are difficult to predict; they vary with valve type, condition and orientation (and with cleanliness of line fluid).

Tests of new valves in horizontal lines show that cast-steel inclined-bonnet and 90°-bonnet piston-lift check and tilting-disk check valves seal off reasonably well at under 50 psi (3.4 bar) when differential pressure increases from zero. Small forged-steel ball and piston-lift check valves are less consistent, sometimes seating at less than 50 psi (3.4 bar) and sometimes requiring 250 psi (17 bar) or more. This “seating” action often occurs suddenly when the pressure forces shift the closure element into good metal-to-metal contact with the body seat, and leakage generally continues to decrease as



the pressure is increased. Once seated, most valves seal well if pressure is reduced below the threshold required for initial seating, but the seat tightness with reducing pressure is also difficult to predict.

Some of the Edward check valves described in this catalog have been manufactured with “soft seats” to provide improved seat tightness at low differential pressures. This design feature includes an elastomeric or plastic sealing member on the valve closure element to supplement the basic metal-to-metal seating function. Since the design and material selection for these sealing members are very sensitive to pressure, temperature and compatibility with the line fluid, there are no standard, general-purpose, soft-seated valves. Consult Flowserve for further information about specific applications.

Foreign material in the flow medium is a major source of leakage problems in many valves. Because of the limited seating forces in check valves, dirt has a far greater effect on the tightness of these valves than other types. Attention to cleanliness of the fluid is necessary where good check valve seat tightness is desired.

Incorrect sizing or misapplication of a check valve can also lead to leakage problems. Chattering of the closure element on its seat due to insufficient flow or pressure can cause damage to the seat or closure element and result in leakage.

In applications where check valve leakage is a problem, a stop-check valve may offer the solution. Stem load from a handwheel or actuator can provide the necessary seating force independent of pressure. Of course, the stem must be returned to the “open” position to allow flow in the normal direction. Consult Flowserve about applications that are usually sensitive to leakage.

A complete treatment of the subject of pressure surge and waterhammer is beyond the scope of this catalog, but some discussion is provided so that application engineers may appreciate the significance of the problem as it relates to check valves.

#### 1.4.2 Pressure Surge and Waterhammer

One part of the problem is that the terminology or jargon is not consistently used. For example, “waterhammer” or “steam hammer” is sometimes used to describe the implosion which occurs when water enters a hot, low pressure region and causes a steam void to

collapse. This has occurred in systems with a failed check valve, where the water came back from a large reverse flow through the check valve. However, the more common “waterhammer” problem associated with check valves occurs as a result of the check valve closing and suddenly terminating a significant reversed flow velocity. This problem is generally associated with valves handling water or other liquids. A similar pressure surge phenomenon may be encountered with steam or gas, but it is generally much less serious with a compressible flow medium.

Waterhammer is a pressure surge produced by the deceleration of a liquid column, and it involves pressure waves that travel at close to the velocity of sound through the fluid. It is commonly illustrated in texts by an example involving rapid closure of a valve in a long pipe. For such a case, it can be shown that instantaneous closure of a valve in a room-temperature water line will produce an increase in pressure of about 50 psi (3.4 bar) above the steady-state pressure for every 1 ft/sec (0.30 m/sec) decrease in water velocity. Even if the valve does not close instantaneously, the same pressure increase would develop if the upstream pipe is long enough to prevent reflected pressure waves from reaching the valve before it closes. The waves of increasing pressure that are generated by the closing valve “reflect” from a constant-pressure reservoir or vessel, if present in the system, and return to the valve as inverted waves that decrease pressure. A solution to the “textbook problem” is to slow down the valve closure so that the reflected pressure waves attenuate the surge. However, this is not necessarily the best approach in the case of a check valve.

In a check valve, the fluid velocity is forward before the valve starts to close, but it reduces due to some system action (e.g., a pump is shut off). If the velocity reverses before the valve closes, a waterhammer surge will be produced by a conventional check valve that is nearly proportional to the magnitude of the maximum reversed velocity. Figure 10 provides curves illustrating flow transients associated with different types of systems and flow interruptions. The graphs illustrate velocity in the pipe, forward and reverse, versus time on arbitrary scales. The following discussions describe each of the curves:

• **Curve A** illustrates flow coast-down in a simple circulating loop, such as a cooling system, following switch-off of pump power. The momentum of the pump impeller and the

fluid keeps the fluid going forward until it is decelerated and finally stopped by friction. There would be no need for a check valve to prevent reverse flow in this system, but one might be included to permit pump maintenance without draining other equipment. In normal operation of this system, the check valve could produce no waterhammer.

• **Curve B** illustrates an application with a pump feeding a high-pressure system with a fairly large volume. It might represent a boiler feed system of a pump feeding a high reservoir. In this case, assuming similar momentum in the pump and fluid, forward flow continues for a while after the pump is switched off, but the downstream pressure decelerates the flow more rapidly and then reverses its direction. Without a check valve, the reverse flow would increase and stabilize at some value, unless the downstream system pressure declined. In the illustration, the magnitude of the maximum reverse velocity is drawn less than the initial forward velocity, but it might be higher in some systems.

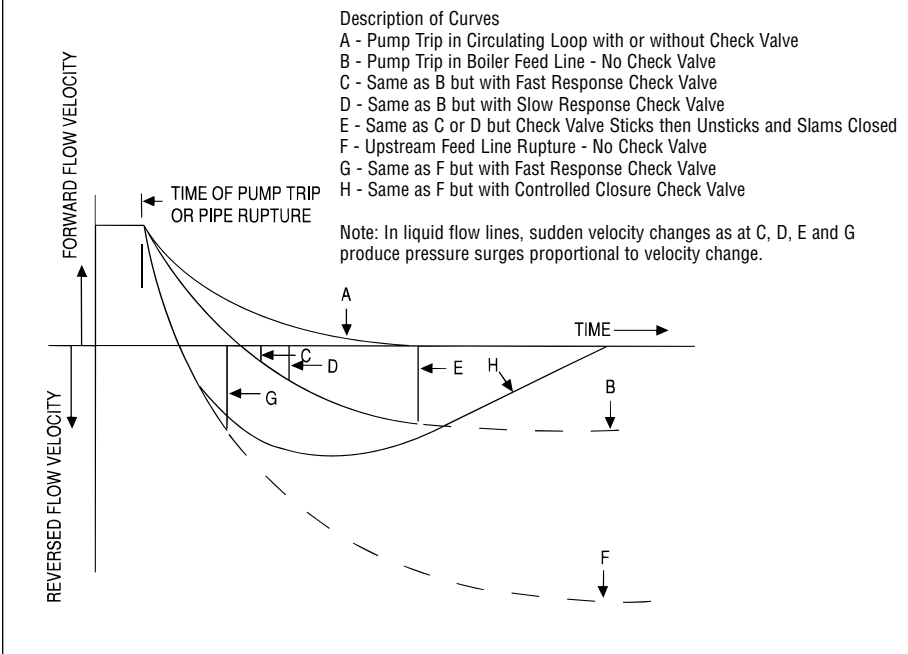
• **Curve C** illustrates what would happen in the system described for Curve B with a fast-response check valve (e.g., a tilting-disk type) installed. As discussed in the Foreword to this guide, an “ideal” check valve would allow no reverse flow and would close exactly at the time the velocity curve passes through zero; there would be no waterhammer. A “real” check valve starts closing while the flow is still forward, but it lags the velocity curve. With fast response, it closes before a high reverse velocity develops, thus minimizing the waterhammer surge.

• **Curve D** illustrates the same system with a check valve that responds just a bit slower. It shows that just a small increase in check valve lag may allow a large increase in reverse velocity (and a corresponding increase in waterhammer surge pressure).

• **Curve E** illustrates an accidental situation that might develop with a severely worn valve or a dirty system. If a check valve in the system described above should stick open, it might allow the reverse velocity to build up so as to approach that which would occur without a check valve. If the reverse flow forces should then overcome the forces that caused the sticking, the resulting valve stem could cause a damaging waterhammer surge.

• **Curve F** illustrates what might happen in the system described for Curve B if there were a major pipe rupture just upstream of the check valve. With free discharge through

**Figure 10 - Flow Reversal Transients**



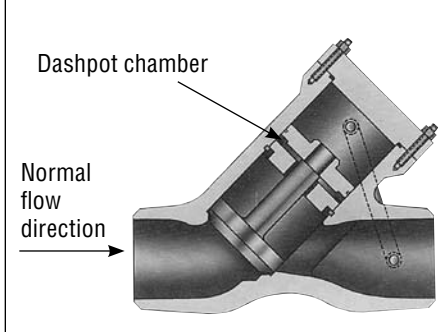
in computer-based dynamic analysis simulations of specific valves and systems.

While the CCCV solves a special problem, even this sophisticated product does not fulfill the definition of an ideal check valve. By closing slowly, it allows significant reverse blow before it seats. This characteristic might be undesirable in common pump-discharge applications, because the reverse flow might have adverse effects on pumps or other equipment. Studies of systems designs sometimes show that fast-response check valves, such as the tilting-disk type, should be retained at pump discharge points where an upstream pipe rupture is unlikely, with CCCVs applied at locations where an upstream pipe rupture could cause serious consequences (e.g., in feedwater lines inside the containment vessel of a nuclear power plant).

In Curves C, D, E, and G of Figure 10, it may be noted that the final terminations of reverse velocity are shown as substantially vertical lines. This does not imply that the valve closes instantaneously. However, tests of conventional check valves show that the reverse velocity in the pipe containing the valve does terminate almost instantaneously. This apparent contradiction may be understood by referring to Figure 13, which illustrates a check valve approaching the closed position with reverse flow (while the illustration depicts a swing check valve, the flow condition discussed here would be much the same with a poppet or disk in a conventional lift check or piston-lift check valve).

The key observation from Figure 13 is that a column of fluid follows the closure element at roughly the same velocity that the closure element has as it approaches its seating surface in the valve body. While the valve may start to close while the flow velocity is still forward (see Figure 10), an undamped check valve has little effect on pipe flow during closure, and the disk velocity is about the same as the reverse flow velocity in the pipe at the instant just before closure. Since the disk is stopped substantially instantaneously when it makes metal-to-metal contact with the body seat, the reverse flow velocity in the pipe must also be arrested instantaneously. Because of this characteristic, the surge produced by the slam of a conventional check valve cannot be attenuated significantly by reflected reducing-pressure waves, and the surge tends to be relatively insensitive to system pipe lengths.

**Figure 11 - Controlled Closure Check Valve (CCCV)**



most rapid-responding conventional check valve could produce unacceptable waterhammer surges. This led to the development of the special controlled-closure check valve (CCCV—see Figure 11). Since high reverse velocities are inevitable, the CCCV solves the problem the way the “textbook problem” discussed above is solved—by closing slowly. The CCCV is a piston-lift check valve, but it has an internal dashpot which slows the closing speed of the valve. Closing speed depends on the rate at which water is squeezed out of the dashpot chamber, through flow paths that are sized for each application.

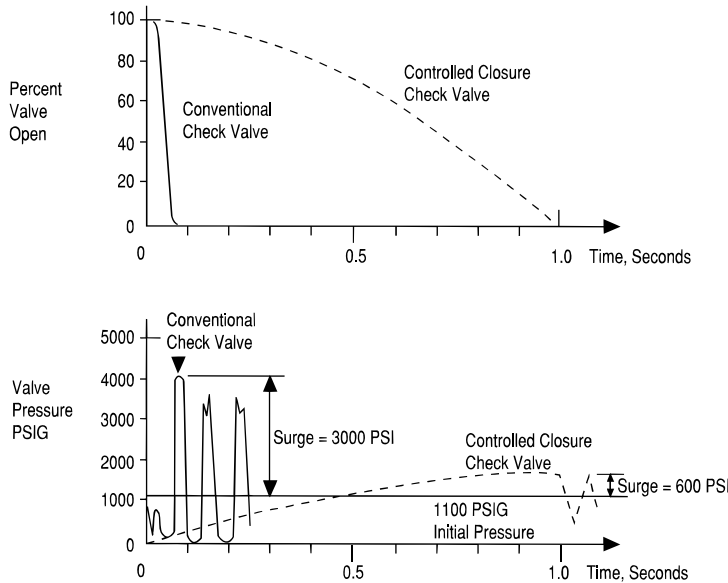
the open end, the flow would decelerate much more rapidly and, without a check valve, reach a much higher reverse velocity.

• **Curve G** shows the response of the system in Curve F if even a fast-response conventional check valve were to be used. With a flow deceleration this rapid, even a small lag may result in a very high reverse velocity to be arrested and a correspondingly high waterhammer surge.

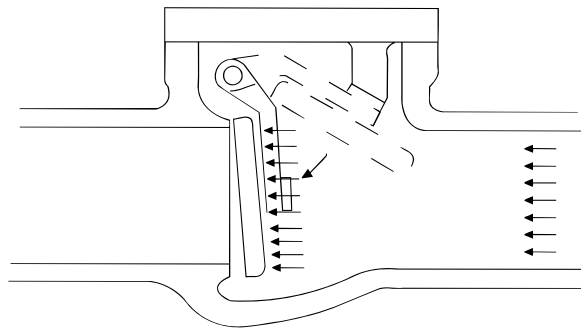
Fortunately, it is not necessary to design every piping system with a check valve to cope with a pipe rupture. However, this requirement has emerged in some power-plant feedwater piping systems. Flowserve analyses and tests have shown that even the

• **Curve H** illustrates the velocity variation in the pipe-rupture situation described for Curve F, but with a CCCV in the line. In this case, the maximum reverse velocity might even be higher than in Curve G, but it is decelerated back to zero slowly, allowing reflected reducing-pressure waves to minimize the resulting waterhammer surge. Figure 12 provides a comparison between a conventional check valve and a CCCV for a specific pipe-rupture situation. Note that the conventional check valve closes in 0.07 seconds as compared to 1.0 seconds for CCCV. As a result, the conventional check valve produced a surge of 3000 psi (207 bar) while the CCCV limits the surge to 600 psi (41 bar). These characteristics have been demonstrated in tests and can be duplicated

**Figure 12 - Example Comparison of Closure Time and Surge Pressure Conventional vs Controlled Closure Check Valves**



**Figure 13 - Reverse Flow in Conventional Swing Check Valve - Just Before Closing**



In some check valve applications, problems have been observed due to a phenomenon that is related to waterhammer but not as widely recognized. When a high-pressure wave is produced on the downstream side of a check valve at closure, a reverse low-pressure wave is produced on the upstream side. If this low-pressure wave reduces the fluid pressure to below the saturation pressure of the fluid, a vapor pocket can form. This can be compared to a tensile failure of the flow stream, and it is sometimes referred to as column separation or column rupture. This vapor pocket is unstable and will collapse quickly, with an implosion that produces a high-pressure “spike.” It is possible for this

pressure surge to exceed the one initially produced on the downstream of the check valve. Instrumented laboratory tests have shown that the upstream pressure spike sometimes causes the disk to reopen slightly and “bounce” off its seat once or twice. In very rare occasions, sometimes involving systems with multiple check valves, this characteristic has been known to amplify, leading to damaging pipe vibrations.

In summary, waterhammer can produce complex problems in check valve applications. Numerical solutions to these problems require sophisticated computer-based dynamic analyses of both the check valve and

the fluid in the piping system. This catalog does not provide the methods for making such analyses; instead, the information in this section is intended to assist fluid-system designers in avoiding the problem.

Users who already have check valves in liquid flow lines that emit loud “slams” when they close should be aware that the noise is probably associated with pressure surges that could lead to fatigue problems in the valve, piping or other components. Where the existing check valve is a piston-lift check or stop-check valve, the solution could be to add a tilting-disk check valve in series with the existing check valve to gain the advantages of both valve types. Where the existing valve is a swing check valve, replacement by a tilting-disk check valve might be considered. See the section of this catalog entitled Check Valve Types and Typical Uses (1.2.1) for a discussion of the strengths and weaknesses of the various valve types.

### 1.4.3 Check Valve Accessories and Special Features

Edward Check valves can be provided with various accessories which are used to induce check-element motion (exercise) or indicate check-element position. Some of the features available are as follows:

- Visual disk-position indicator for tilting-disk check valve
- Electrical open/close position indicator for tilting-disk or cast-steel piston-lift check valve
- Manual or pneumatic actuator to partially open tilting-disk check valve under zero differential pressure
- CCCVs can be furnished with an injection port which allows the valve disk to be exercised by injecting water into the dashpot chamber when the valve is under a zero differential pressure.

### 1.4.4 Check/Stop-Check Valve Periodic Inspection and Preventive Maintenance

Periodic inspection and preventive maintenance of check and stop-check valves should be performed to ensure that the valves are operating properly. Bonnet-joint leakage and packing leakage on stop-check valves are easy to detect. Seat leakage of a check or stop-check valve might be indicated by one of the following: a definite pressure loss on

the high-pressure side of the valve; continued flow through an inspection drain on the low-pressure side; or, in hot water or steam lines, a downstream pipe that remains hot beyond the usual length of time after valve closure. Leakage of steam through a valve which is badly steam-cut has a whistling or sonorous sound. If the valve is only slightly steam-cut, however, leakage is identified by subdued gurgling or weak popping sounds. These sounds can often be heard through a stethoscope.

Excessive vibration, noise or humming coming from within a piston-lift check or stop-check valve indicates the possibility that the disk-piston assembly is wedged inside the body. Such sticking may be caused by uneven body-guide rib wear on the downstream side. Sticking rarely occurs with tilting-disk check valves.

“Tapping,” “thumping” or “rattling” noises detected from or near a check valve may indicate disk instability or cavitation. Instability could lead to rapid wear and possible valve failure. Audible cavitation is also detrimental. It may produce damage to the valve or the downstream piping. While the noise symptoms may be transmitted through the pipe from other equipment, prompt investigation is required if the check valve’s performance is critical to plant reliability.

No specific inspection/preventive maintenance schedule can be given to cover all check valves. It is suggested that small valves be sampled by size and type (there may be hundreds in a large installation). Schedules for audit of larger valves should

consider the criticality of the valve service. It is wise to open some critical valves for internal inspection at intervals even if no suspicious noises are detected.

Where check valves are installed close to pumps, control valves, pipe fittings or other flow disturbances, they should have more frequent inspection [see the section of this catalog entitled Adjacent Flow Disturbances (1.3.1)]. In addition, attention should be given to valves in installations with significant pipe vibration.

Users of this guide may wish to consider non-intrusive check valve monitoring methods as a supplement to periodic visual inspection and measurement of check valve internals. Noise and vibration, acoustic emission, ultrasonic and radiographic methods have been studied and demonstrated. EPRI Report No. NP 5479 provides an evaluation of the state of the art, but users are advised to obtain the most current information available on these emerging technologies.

If problems are found through any of the inspections discussed above, refer to section J: Maintenance.

## **2. Flow Performance**

### **2.1 Choose the Best Valve Size for Your Service Conditions**

The most economical valve is the valve correctly sized for the service flow conditions. Too small a valve will have a high pressure drop and will incur expensive energy costs in service. Too large a valve wastes money at the time of purchase, and it may require excessive effort or an excessively large and expensive actuator for operation.

Piping-system designers sometimes optimize the size of valves and piping systems to minimize the sum of investment costs and the present value of pumping power costs. While this may not be practical for selection of every valve, it is a goal that should be kept in mind. This catalog provides information necessary to evaluate the various types and sizes of Edward valves for stop (isolation), stop-check and check valve applications.

In the case of stop-check and check valves, another consideration is that an oversized valve may not open completely. Obviously, if a valve is not fully open, the pressure drop will be increased. Also, if the disk operates too close to the seat, unsteady flow may cause flutter that may damage valve seats, disks or guides.

System designers should also address “turn-down” if service conditions involve a broad range of flow rates (e.g., high flow in normal operation but low flow during start-up and standby conditions). For these reasons,

selection of check valves requires extra steps and care in calculations.

This section includes equations for the calculation of pressure drop, required flow coefficient, flow rate or inlet flow velocity. Procedures are also provided to check and correct for cavitation and flow choking. The equations in this section assume that the fluid is a liquid, a gas or steam. Two-component flow (e.g. slurries, oil-gas mixtures) is not covered by the equations. Consult Flowserve for assistance in evaluating such applications.

Tables in this section contain performance data for all Edward stop, stop-check and check valves. Flow coefficients and cavitation/choked-flow coefficients are given for all fully open Edward valves. In addition, for check and stop-check valves, the tables provide minimum pressure drop for full lift, crack-open pressure drop, and a novel “sizing parameter” that is helpful in selecting the proper valve size for each application.

**Caution:** Pressure drop, flow rate and check valve lift estimates provided by Edward calculation methods are “best estimate” values. Calculations are based on standard equations of the Instrument Society of America (ISA), flow rate and fluid data provided by the user, and valve flow coefficients provided by Flowserve.

Flow rate and fluid data are often design or best-estimate values. Actual values may differ from original estimates. Flow and check valve lift coefficients are based on laboratory testing. Valves of each specific type are tested, and results are extended to sizes not tested using model theory. This approach is fundamentally correct, but there is some uncertainty because of geometric variations between valves.

*These uncertainties prevent a guarantee with respect to valve pressure drop, flow rate and lift performance, but we expect results of calculations using Flowserve methods to be at least as accurate as comparable calculations involving flow and pressure drop of other piping system components.*

### 2.1.1 Pressure Drop, Sizing and Flow Rate Calculations – Fully Open Valves – All Types

This section is divided into two parts. The Basic Calculations section (2.2) covers most applications where pressure drops are not excessive. This is generally the case in most Edward valve applications, and the simple equations in this section are usually sufficient for most problems.

When the pressure drop across a valve is large compared to the inlet pressure, refer to the Corrections Required with Large Pressure Drops section (2.3). Various fluid effects must be considered to avoid errors due to choked flow of steam or gas – or flashing or cavitation of liquids. While use of these more detailed calculations is not usually required, it is recommended that the simple checks in that section always be made to determine if correction of the results of the Basic Calculations is necessary. With experience, these checks can often be made at a glance.

**Note:** In preliminary calculations using the following equations, a piping geometry factor,  $F_p = 1.0$ , may be used, assuming that the valve size is the same as the nominal pipe size. However, if an application involves installing a valve in a larger-sized piping system (or piping with a lower pressure rating than the valve, which will have a larger inside diameter), determine  $F_p$  from the Pipe Reducer Coefficients section when final calculations are made.

## 2.2 Basic Calculations

The following equations apply to FULLY OPEN gate and globe valves of all types. They also apply to stop-check and check valves if the flow is sufficient to open the disk completely. The Check Valve Sizing section (2.4) must be used to determine if a check valve is fully open and to make corrections if it is not.

The following simple methods may be used to calculate pressure drop, required flow coefficient, flow rate or inlet flow velocity for fully open Edward valves in the majority of applications. Always check Basic Calculations against the  $\Delta P/p_1$  criteria in Figure 14 to see if corrections are required. This check is automatically made when using the Proprietary Edward Valves Sizing Computer Program.

### 2.2.1 Pressure Drop

#### KNOWN:

Flow rate ( $w$  or  $q$ )  
 Fluid specific gravity ( $G$ ) or  
 Density ( $\rho$ )  
 For water, steam or air, see Figures 22-24

**FIND:** Valve flow coefficient ( $C_v$ ) from appropriate table

**CALCULATE:** Pressure drop ( $\Delta P$ )

When flow rate and fluid properties are known, determine required coefficients for a specific valve and calculate the pressure drop from the appropriate equation (see Nomenclature table for definition of terms and symbols):

#### Equation 1a (U.S.)

$$\Delta P = G \left( \frac{q}{F_p C_v} \right)^2$$

#### Equation 1b (metric)

$$\Delta P = G \left( \frac{q}{0.865 F_p C_v} \right)^2$$

#### Equation 1c (U.S.)

$$\Delta P = \frac{1}{\rho} \left( \frac{W}{63.3 F_p C_v} \right)^2$$

#### Equation 1d (metric)

$$\Delta P = \frac{1}{\rho} \left( \frac{W}{27.3 F_p C_v} \right)^2$$

If the resulting pressure drop is higher than desired, try a larger valve or a different type with a higher  $C_v$ . If the pressure drop is lower than necessary for the application, a smaller and more economical valve may be tried.

### 2.2.2 Required Flow Coefficient

#### KNOWN:

Flow rate ( $w$  or  $q$ )  
 Allowable pressure drop ( $\Delta P$ )  
 Fluid specific gravity ( $G$ ) or density ( $\rho$ )  
 For water, steam or air, see Figures 22-24

**CALCULATE:** Minimum required valve flow coefficient ( $C_v$ )

When the flow, fluid properties and an allowable pressure drop are known, calculate the required valve flow coefficient from the appropriate equation:

#### Equation 2a (metric)

$$C_v = \frac{q}{F_p} \sqrt{\frac{G}{\Delta P}}$$

#### Equation 2b (metric)

$$C_v = \frac{q}{0.865 F_p} \sqrt{\frac{G}{\Delta P}}$$

#### Equation 2c (U.S.)

$$C_v = \frac{W}{63.3 F_p \sqrt{\Delta P \rho}}$$

#### Equation 2d (metric)

$$C_v = \frac{W}{27.3 F_p \sqrt{\Delta P \rho}}$$

Results of these calculations may be used to select a valve with a valve flow coefficient that meets the required flow and pressure-drop criteria. Of course, valve selection also required prior determination of the right valve type and pressure class, using other sections of this catalog. The tabulated  $C_v$  of the selected valve should then be used in the appropriate pressure drop or flow-rate equation to evaluate actual valve performance. At this stage, the checks described in section

### Nomenclature (metric units in parentheses)

$C_v$	Valve flow coefficient
$d$	Valve inlet diameter, inches (mm)
$F_L$	Liquid pressure recovery coefficient, dimensionless
$F_p$	Piping geometry factor, dimensionless
$G$	Liquid specific gravity, dimensionless
$G_v$	Gas compressibility coefficient, dimensionless
$k$	Ratio of specific heats, dimensionless
$K_i$	Incipient cavitation coefficient, dimensionless
$\Delta P$	Valve pressure drop, psi (bar)
$\Delta P_{CO}$	Valve crack-open pressure drop, psi (bar)
$\Delta P_{FL}$	Minimum valve pressure drop for full lift-psi (bar)
$p_1$	Valve inlet pressure, psia (bar, abs)
$p_v$	Liquid vapor pressure at valve inlet temperature-psia (bar, abs)
$q$	Volumetric flow rate, U.S. gpm ( $m^3/hr$ )

$R_F$	Ratio of sizing parameter to sizing parameter for full lift
$R_p$	Ratio of valve pressure drop to minimum pressure drop for full lift
$R_1$	Pressure drop ratio (gas or steam)
$R_2$	Pressure drop ratio (liquids)
SP	Valve sizing parameter
SP <sub>FL</sub>	Valve sizing parameter for full lift
$V$	Fluid velocity at valve inlet, ft/sec (m/sec)
$w$	Weight flow rate-lb/hr (kg/hr)
$x_t$	Terminal value of $\Delta P/p_1$ for choked gas or steam flow, dimensionless
$Y$	Gas expansion factor, dimensionless
$\rho$	Weight density of fluid at valve inlet conditions, lb/ft <sup>3</sup> (kg/m <sup>3</sup> )
Conversion factors are provided in the Conversion Factors section at the end of this catalog.	

2.2 should be made to correct for effects of large pressure drops if required.

As discussed below under flow-rate calculations, the flow-coefficient equations assume that the allowable pressure drop is available for the valve. Piping pressure drop should be addressed separately.

**Caution:** In applications of stop-check or check valves, the results of these equations will apply only if the valve is fully open. Always use the methods given in the Check Valve Sizing section (2.3) to ensure that the valve will be fully open or to make appropriate corrections.

### 2.2.3 Flow Rate

**KNOWN:**

Pressure drop ( $\Delta P$ )  
Fluid specific gravity (G) or density ( $\rho$ )  
For water, steam or air, see Figures 22-24

**FIND:** Valve flow coefficient ( $C_v$ ) from appropriate table

**CALCULATE:** Flow rate (w or q)

When the fluid properties and an allowable pressure drop are known, determine required coefficients for a specific valve and calculate the flow rate from the appropriate equation:

**Equation 3a (U.S.)**

$$q = F_p C_v \sqrt{\frac{\Delta P}{G}}$$

**Equation 3b (metric)**

$$q = 0.865 F_p C_v \sqrt{\frac{\Delta P}{\rho}}$$

**Equation 3c (U.S.)**

$$w = 63.3 F_p C_v \sqrt{\Delta P \rho}$$

**Equation 3d (metric)**

$$w = 27.3 F_p C_v \sqrt{\Delta P \rho}$$

### 2.2.4 Inlet Flow Velocity

**KNOWN:**

Flow rate (w or q)  
Fluid specific gravity (G) or density ( $\rho$ )  
For water, steam or air, see Figures 22-24

**FIND:** Valve inlet diameter (d) from appropriate table

**CALCULATE:** Fluid velocity at valve inlet (V)

While not normally required for valve sizing and selection, the fluid velocity at the valve inlet may be calculated from the appropriate equation:

**Equation 4a (U.S.)**

$$V = \frac{0.409q}{d^2}$$

**Equation 4b (metric)**

$$V = \frac{354q}{d^2}$$

**Equation 4c (U.S.)**

$$V = \frac{0.0509w}{\rho d^2}$$

**Equation 4d (metric)**

$$V = \frac{354w}{\rho d^2}$$

These valve flow-rate calculations are used less frequently than pressure drop and flow-coefficient calculations, but they are useful in some cases.

**Caution:** These equations assume that the pressure drop used for the calculation is available for the valve. In many piping systems with Edward Valves, flow is limited by pressure drop in pipe and fittings, so these equations should not be used as a substitute for piping calculations.

Use of these flow-rate equations for stop-check and check valves is not recommended unless the allowable pressure drop is relatively high (e.g., over about 10 psi or 0.7 bar). At lower values of  $\Delta P$ , two or more different flow rates might exist, depending on whether or not the disk is fully open. Flow would vary depending on whether the pressure drop increased or decreased to reach the specified value.

*Note: If a specific pipe inside diameter is known, that diameter may be used as the "d" value in the equation above to calculate the fluid velocity in the upstream pipe.*

## 2.3 Corrections Required with Large Pressure Drops

While most Edward valves are used in relatively high-pressure systems and are usually sized to produce low pressure drop at normal

flow rates, care is necessary to avoid errors (which may be serious in some cases) due to flow "choking" (or near-choking). Problems arise most often at off-design flow conditions that exist only during plant start-up, shutdown, or standby operation.

Since steam and gas are compressible fluids, choking (or near-choking) may occur due to fluid expansion which causes the fluid velocity to approach or reach the speed of sound in reduced-area regions. While liquids are normally considered to be incompressible fluids, choking may also occur with liquid flow due to cavitation or flashing. In each case, simple calculations can be made to determine if a problem exists. Relatively simple calculations are required to correct for these effects. In some cases, these calculations may require a change in the size of type of valve required for a specific application.

The flow parameters  $K_v$ ,  $F_p$  and  $x_p$  in the valve data tables assume that the valve is installed in pipe of the same nominal size. This is a fairly good assumption for preliminary calculations, but refer to the Pipe Reducer Coefficients section if there is a mismatch between valve and pipe diameters (also see instructions relative to  $F_p$  calculations in section 2.1) and make the appropriate corrections when final calculations are made.

*Note: Because large pressure drop problems are not encountered frequently, equations are presented in terms of weight flow rate (w) and density ( $\rho$ ) only. See the Conversion of Measurement Units section for converting other units of flow rate to weight flow rate.*

### 2.3.1 Gas and Steam Flow

#### 2.3.1.1 Pressure Drop

To determine if corrections are needed for compressible flow effects, use the data from the Basic Calculations to determine the ratio of the calculated pressure drop to the absolute upstream pressure:

**Equation 5**

$$R_1 = \frac{\Delta P}{p_1}$$

If the ratio  $R_1$  is less than the values in Figure 14, the results of the Basic Calculations will usually be sufficiently accurate, and further calculations are unnecessary.

**Figure 14 – Maximum  $\Delta P/P_1$  for use of Basic Calculations Without Correction**

Valve Type	Max. $\Delta P/P_1$
Gate	0.01
Inclined Bonnet Globe	0.02
Angle	
Tilting-Disk Check	
90° Bonnet Globe	0.05

If the pressure-drop ratio  $R_1$  exceeds that tabulated for the valve type under evaluation, the procedure described below should be used to check and correct for possible flow choking or near-choking.

(1) Calculate the gas compressibility coefficient:

**Equation 6 (U.S. or metric)**

$$G_y = \frac{0.467}{kX_T} \left( \frac{\Delta P}{p_1} \right)$$

Note: The  $\Delta P$  in this equation is the uncorrected value from the Basic Calculations. Values of  $x_T$  are given in valve data tables, and values of  $k$  are given in Figure 21.

(2) The next step depends on the value of  $G_y$  determined in equation 6:

• If  $G_y < 0.148$ , the flow is not fully choked. Read the value of  $Y$  from Figure 15 and calculate the corrected pressure drop:

**Equation 7 (U.S. or metric)**

$$\Delta P_c = \frac{\Delta P}{Y^2}$$

• If  $G_y \geq 0.148$ , the flow is choked. The desired flow cannot be achieved at the specified upstream pressure and will be limited to the choked flow rate given by:

**Equation 8a (U.S.)**

$$W_{\text{choked}} = 35.67 F_P C_V \sqrt{kX_T p_1 \rho}$$

**Equation 8b (metric)**

$$W_{\text{choked}} = 15.4 F_P C_V \sqrt{kX_T p_1 \rho}$$

• When flow is choked, the actual pressure drop cannot be calculated using valve flow calculations alone. It can be any value greater than the following minimum value for choked flow:

**Equation 9 (U.S. or metric)**

$$\Delta P_{\text{min. choked}} \geq 0.714 kX_T p_1$$

• The only way to determine the pressure downstream of a valve with choked flow is to calculate the pressure required to force the choked flow rate through the downstream piping. This may be done with piping calculations (not covered by this catalog).

### 2.3.1.2 Flow Rate

When calculating the flow rate through a valve, the actual pressure drop is known, but the flow may be reduced by choking or near-choking.

To check for high pressure-drop effects, calculate  $R_1$ , the ratio of pressure drop to absolute upstream pressure (see equation 5 above) noting that the pressure drop in this case is the known value.

(1) Flow rates determined using the Basic Calculations are sufficiently accurate if  $R_1$  is less than about twice the value tabulated in Figure 14 for the applicable valve type (higher because actual pressure drop is used in the ratio). In this case, no correction is necessary.

(2) When corrections for higher values of  $R_1$  are required, calculate the gas expansion factor directly from:

**Equation 10 (U.S. or metric)**

$$Y = 1 - 0.467 \left( \frac{\Delta P/p_1}{kX_T} \right)$$

(3) The calculation method to determine the flow rate depends on the calculated value of  $Y$  from equation (10):

• If  $Y$  is greater than 0.667 (but less than 1), the flow is not fully choked. Calculate the corrected flow rate as follows:

**Equation 11 (U.S. or metric)**

$$W_c = YW$$

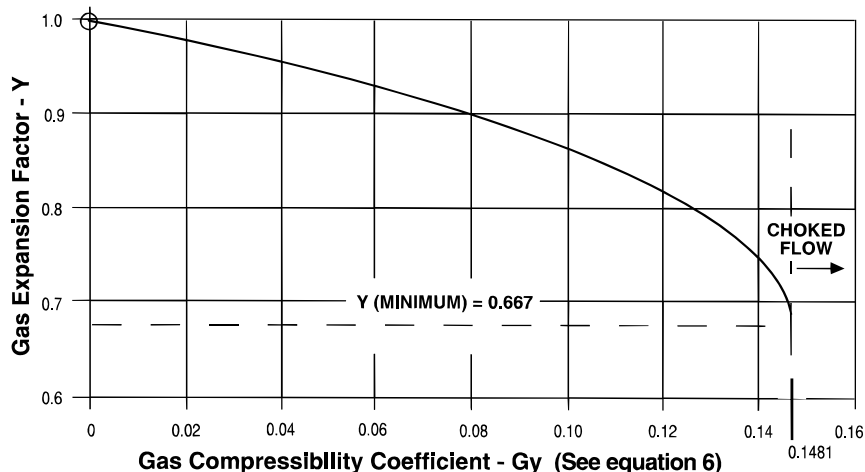
• If  $Y$  is equal to or less than 0.667, the valve flow is choked, and the results of the Basic Calculations are invalid. The actual flow rate may be calculated from the equation for  $W_{\text{choked}}$  [(8a) or (8b)] above.

**Caution:** Choked or near-choked flow conditions may produce significant flow-induced noise and vibration. Prolonged operation with flow rates in this region may also cause erosion damage within a valve or in downstream piping, particularly if the flow condition involve “wet” steam. Edward valves tolerate these conditions well in services involving limited time periods during plant start-up, shutdown, etc., but consult Flowserve about applications involving long exposure to such conditions.

### 2.3.2 Liquid Flow – Cavitation and Flashing

The fluid pressure in high-velocity regions within a valve may be much lower than either

**Figure 15**





the upstream pressure or the downstream pressure. If the pressure within a valve falls below the vapor pressure ( $p_v$ ) of the liquid, vapor bubbles or cavities may form in the flow stream. Cavitation, flashing and choking may occur. Use the equations and procedures in this section to evaluate these phenomena.

Cavitation and flashing are closely related, and they may be evaluated by calculating a pressure-drop ratio that is slightly different from that used for gas or steam:

**Equation 12**

$$R_1 = \frac{\Delta P}{(p_1 - p_v)}$$

To evaluate a particular valve and application, find values of  $K_i$  and  $F_L$  from the appropriate valve-data table, find  $\dot{P}_v$  values for common liquids given in Figure 21, calculate  $R_2$ , and perform the following checks:

**(1) Cavitation** – the sudden and sometimes violent coalescence of the cavities back to the liquid state – occurs when the downstream pressure (within the valve or in the downstream pipe) recovers to above the vapor pressure.

- If  $R_2 < K_i$ , there should be no significant cavitation or effect on flow or pressure drop. Results of the Basic Calculations require no correction.

- If  $R_2 > K_i$ , cavitation begins. If the ratio is only slightly greater than  $K_i$ , it may be detected as an intermittent “ticking” noise near the valve outlet, although pipe insulation may muffle this sound. This stage of cavitation is usually related to tiny vapor cavities that form near the center of vortices in the flow stream, and it generally produces neither damage nor effects on flow characteristics. However, as the pressure drop ratio  $R_2$  increases, the noise progresses to a “shh,” then a “roar.”

- If  $R_2 > (K_i + FL_2)/2$ , approximately, larger vapor cavities develop and the risk of cavitation damage (pitting) in the valve or downstream pipe may be a concern if this flow condition is sustained for significant periods of time. Noise may also pose a problem. Still, at this stage, there is usually no significant effect on valve flow characteristics. Results of the Basic Calculations require no correction.

As the pressure-drop ration increases beyond this point, some valves suffer slight reductions in their  $C_v$  values, but there is no practical way of correcting pressure drop

or flow calculations for this effect. Vibration and noise increase, ultimately sounding like “rocks and gravel” bouncing in the pipe at about the point where flow becomes choked.

**(2) Flashing** – the persistence of vapor cavities downstream of the valve — occurs when the pressure downstream of the valve remains below the vapor pressure.

- If  $R_2 > 1$ , flashing occurs, and the flow is choked due to vapor cavities in the flow stream.

**(3) Liquid choking** – A slightly different ratio may be used to predict the minimum pressure drop at choked flow conditions. Choking occurs due to vapor cavities near the minimum-area region in the flow stream when:

**Equation 13**

$$\frac{\Delta P}{(p_1 - 0.7p_v)} \geq F_L^2$$

Thus, the minimum pressure drop which will produce choked liquid flow is given by:

**Equation 14**

$$\Delta P \geq F_L^2 (p_1 - 0.7p_v)$$

Note that flow may be choked by either severe cavitation or flashing.

**2.3.2.1 Predicting Choked Flow Rate**

If the result of a Basic Calculation to determine pressure drop exceeds the value determined from equation (13), the Basic Calculation is invalid. the flow used for input cannot be obtained at the specified upstream pressure and temperature. In such a case, of if it is necessary to calculate liquid flow rate through a valve with high pressure drop, the choked flow rate at specified conditions may be calculated from:

**Equation 15a (U.S.)**

$$W_{\text{choked}} = 63.3F_P C_v F_L \sqrt{\rho(p_1 - 0.7p_v)}$$

**Equation 15b (metric)**

$$W_{\text{choked}} = 27.3F_P C_v F_L \sqrt{\rho(p_1 - 0.7p_v)}$$

When flow is choked due to either cavitating or flashing flow, the actual pressure drop cannot be determined from valve calculations. It may be any value greater than the minimum value for choked flow [equation (14)]. As in the case of choked gas or steam flow, the pressure downstream of a valve

must be determined by calculating the pressure required to force the choked flow through the downstream piping. This may be done with piping calculations (not covered by this catalog).

- If the pressure drop from a Basic Calculation was used to determine flow rate, and the pressure drop exceeds the pressure drop of choked flow, the result is invalid. The corrected flow rate may be calculated from equation (15a) or (15b) above.

**2.4 Check Valve Sizing**

The most important difference between check (including stop-check) valves and stop valves, from a flow performance standpoint, is that the check valve disk is opened only by dynamic forces due to fluid flow. The preceding calculation methods for flow and pressure drop are valid only if it can be shown that the valve is fully open.

The primary purpose of this section is to provide methods to predict check valve disk opening and to make corrections to pressure-drop calculations if the valve is not fully open. These methods are particularly applicable to sizing valves for new installations, but they are also useful for evaluation of performance of existing valves.

In selecting a stop-check or check valve for a new installation, the first steps require selecting a proper type and pressure class. The Stop and Check Valve Applications Guide section of this catalog should be reviewed carefully when the type is selected, noting advantages and disadvantages of each type and considering how they relate to the requirements of the installation. Other sections of this catalog provide pressure ratings to permit selection of the required pressure class.

**2.4.1 Sizing Parameter**

The first step in evaluating a stop-check or check valve application is to determine the Sizing Parameter based on the system flow rate and fluid properties:

**Equation 16 (U.S. or metric)**

$$SP = \frac{W}{\sqrt{\rho}}$$

Tables in this section provide a Sizing Parameter for full lift ( $SP_{FL}$ ) for each Edward stop-check and check valve. The amount of opening of any check valve and its effect

on pressure drop can be checked simply as follows:

- If  $SP_{FL} < SP$ , the valve is fully open. Pressure drop may be calculated using the equations given previously for fully open valves (including corrections for large pressure drops if required).
- If  $SP_{FL} > SP$ , the valve is not fully open. A smaller size valve or another type should be selected if possible to ensure full opening. If that is not feasible, three additional steps are required to evaluate the opening and pressure drop of the valve under the specified service conditions.

*Note: EPRI Report No. NP 5479 (Application Guideline 2.1) uses a "C" factor to calculate the minimum flow velocity required to fully open a check valve. The sizing procedures in this catalog do not employ the "C" factor, but values are given in the valve data tables for readers who prefer to use the EPRI methods. Since the EPRI methods are based on velocity, a flow area is required as a basis. Valve Inlet Diameters presented in data tables are the basis for correlation between flow rate and velocity.*

### 2.4.2 Calculations for Check Valves Less Than Fully Open

If the preceding evaluation revealed an incompletely open check valve, perform the following additional calculations:

#### Calculate the flow-rate ratio:

##### Equation 17 (U.S. or metric)

$$R_F = \frac{SP}{SP_{FL}}$$

#### Determine the disk operating position:

Using the  $R_F$  value calculated above, determine the valve operating position from Figure 16. Performance curve numbers for individual cast-steel stop-check and check valves are given in the tabulations with other coefficients. Evaluate the acceptability of the operating position based on recommendations in the Check Valve Applications Guide and in the specific sizing guidelines below.

#### Calculate the pressure drop:

Again using the  $R_F$  value calculated above, determine the pressure drop ratio  $R_p$  from Figure 16, and calculate the valve pressure drop at the partially open position:

##### Equation 18 (U.S. or metric)

$$\Delta P = R_p \Delta P_{FL}$$

Values for  $\Delta P_{FL}$  for all stop-check and check valves are given in Valve Tables 1 to 5 and 9 with other coefficients.

*Note: The values of the various valve coefficients given in the tabulations are based on testing of a substantial number of valves. Most are applicable to any line fluid, but those involving check valve lift are influenced by buoyancy. Tabulated values are based on reference test conditions with room-temperature water.  $SP_{FL}$  and  $\Delta P_{FL}$  are slightly higher in applications involving lower-density line fluids. Considering the expected accuracy of these calculations, the following corrections may be considered:*

- For water at any temperature and other common liquids – No correction required.
- For steam, air and other common gases at normal operating pressures and temperatures – Increase  $SP_{FL}$  by 7% and increase  $\Delta P_{FL}$  by 14%.

### 2.4.3 Sizing Guidelines

Considering the recommendations in the Check Valve Applications Guide section of this catalog and the calculation methods described above, the following specific steps are recommended for sizing check valves for optimum performance and service life (it is assumed that the check valve type and pressure class have already been selected before starting this procedure):

**(1) Constant flow rate** – If the application involves a substantially constant flow rate during all operating conditions, the check valve should be sized to be fully open. This may be accomplished by the following procedure:

- Calculate the check valve sizing parameter (SP) for the application from equation (15). Values of density for water, steam, and air are available in Figures 18-20.

If the flow rate is not given in lb/hr (or kg/hr), refer to the Conversion of Measurement Units section of this catalog to make the necessary calculation.

- Select the valve size with the next smaller  $SP_{FL}$  value from valve data tables (Tables 1-5 for forged-steel valves). Make note of the  $C_v$ ,  $\Delta P_{CO}$ ,  $\Delta P_{FL}$ ,  $K_1$ ,  $F_L$  and  $x_T$  values for use in later calculations.

*Note: Preferably, there should be a good margin between SP and  $SP_{FL}$  to be sure the valve will be fully open. In the specific case of tilting-disk check valves, it is recommended that  $SP_{FL}$  be less than 0.83 (SP) to be sure that the disk is fully loaded against its stop (particularly if it is close to a flow disturbance).*

- Calculate the pressure drop using the Basic Calculation method in equation (1) and the  $C_{xx}$  value of the valve size selected above. Make the simple checks described above in section 2.2 (Corrections Required With Large Pressure Drops), and make appropriate corrections in necessary (this is rarely needed for a valve sized for constant flow rate, but the check is desirable).

- Evaluate the pressure drop. If it is too high, a larger size or another check valve type should be tried. If it is lower than necessary for the application, a smaller and more economical valve (with a lower  $SP_{FL}$ ) may be evaluated with assurance that it would also be fully open.

- Evaluate the crack-open pressure drop ( $\Delta P_{CO}$ ) to be certain that the system head available at the initiation of flow will initiate valve opening. Note that, for some valves, the crack-open pressure drop exceeds the pressure drop for full lift. Preceding calculations might indicate no problem, but it is possible that a valve might not open at all in a low-head application (e.g., gravity flow).

**(2) Variable flow rate** – If the application involves check valve operation over a range of flow rates, additional calculations are necessary to ensure satisfactory, stable performance at the lowest flow rate without causing excessive pressure drop at the maximum flow condition. This required careful evaluation of specific system operating conditions (e.g., are the minimum and maximum flow rates normal operating conditions or infrequent conditions that occur only during start-up or emergency conditions?).

The following options should be considered in selecting the best stop-check or check valve size for variable flow applications:

- The best method, if practical, is to size the valve to be fully open at the minimum flow condition. This may be done by following the first two steps listed above for the constant flow-rate case, but using the minimum flow rate in the sizing parameter (SP) calculation.

The only difference is that the pressure-drop calculations and evaluations in the third and fourth steps must be repeated at normal and maximum flow rates. If the selected valve size is fully open at the minimum flow rate and has an acceptable pressure drop at the maximum flow condition, it should give good overall performance.

- Sometimes a change in valve type provides the best cost-effective solution for variable-flow applications (e.g. use a smaller Flite-Flow® stop-check or check valve instead of a 90°-bonnet type to provide full lift at the minimum flow condition, but a high  $C_v$  for low pressure drop at maximum flow).

- Operation at less than full lift may have to be considered.

**(3) Operation at less than full lift** – “High Turndown” applications sometimes exist on

boilers and other process systems that must swing through periodic flow changes from start-up, to standby, to maximum, and back again. In such cases, calculations may not reveal any single valve that will offer a satisfactory compromise assuring full lift and an acceptable pressure drop at both minimum and maximum flow conditions.

It may be acceptable to permit a check valve to operate at less than fully open at the minimum flow condition if such operation is infrequent or not expected to be sustained continuously for long periods. A valve may be sized by following the methods above using the lowest expected normal sustained flow rate in the sizing parameter (SP) calculation. Pressure drop at normal and maximum flow rates should then be calculated and evaluated.

The acceptability of valve operation at the minimum flow condition should be evaluated as follows:

- Calculate the sizing parameter (SP) at the minimum flow rate and the flow-rate ratio  $R_F$  from equation (17). The valve operating position (% open) should be determined from the proper performance curve (Figure 16).

**Caution:** Check valve operation at less than 25% opening is not recommended. Any check valve that operates for sustained periods at partial openings should be monitored or inspected periodically for evidence of instability or wear.

- If the minimum operating position is considered satisfactory, the pressure drop at the minimum flow condition may be calculated from equation (18), using the pressure-drop ratio ( $R_p$ ) determined from the proper performance curve.

**(4) Alternatives for high turndown applications** – If the preceding steps show that the range of flow rates is too large for any single standard check valve, consult Flowserve. Several alternatives may be considered:

- Either 90°-bonnet or angle-type stop-check or piston-lift check valves may be furnished with a special disk with an extended “skirt” as illustrated in Figure 15A. This skirt increases flow resistance at low flow rates, producing additional lifting force to help prevent operation at small openings.

Of course, the skirt also reduces the  $C_v$  of the valve somewhat when it is fully open and increases pressure drop at maximum flow. Nevertheless, a special disk sometimes solves difficult high turndown problems. A

special disk also permits solution of some problems with existing valves that are “oversized.”

- A stop-check valve may be used with the stem lifted just enough to provide a positive stop for the disk at very low flows (e.g., short-term start-up conditions). The stem should be lifted with increasing flow rate to maintain the disk-stopping action while preventing excessive pressure drop. At normal flow rates, the stem can be lifted to its fully open position, permitting normal check valve function. The stem may be actuated manually for infrequent start-up operations, or a motor actuator may be furnished for convenience if large flow rate variations are expected to be frequent.

**Caution:** This arrangement could produce cavitation or flow-choking problems if the flow rate is increased substantially without lifting the valve stem to compensate.

- A small check or stop-check valve may be installed in parallel with a larger stop-check valve. The smaller valve may be sized for the minimum flow condition, and the larger stop-check may be held closed with the stem until the flow is sufficient to ensure adequate lift. If necessary, the stem on the larger valve may be opened gradually with increasing flow to maintain disk-stopping action as in the example above. The smaller valve may be allowed to remain open at higher flow rates or, if a stop-check type is used, it may be closed if preferred. Either or both valves may be manually actuated or furnished with a motor actuator for convenience.

## 2.5 Pipe Reducer Coefficient

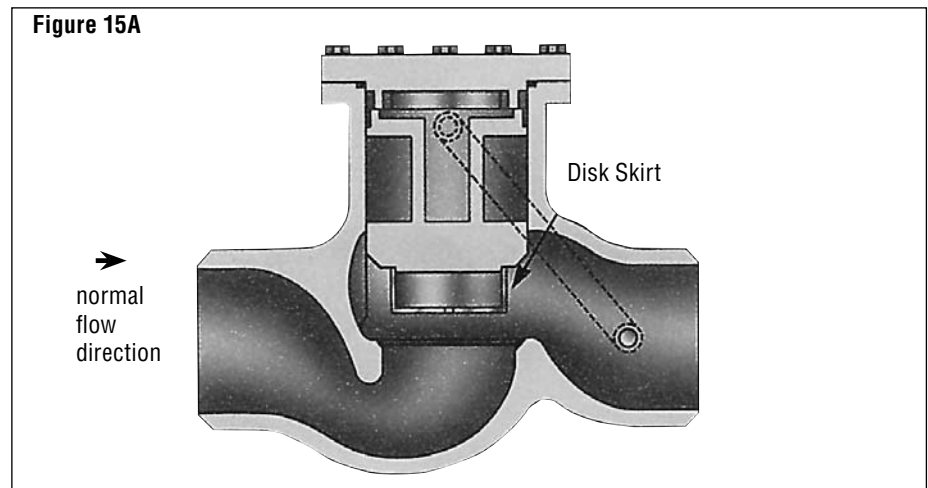
The equations in the Flow Performance section of this catalog use a piping geometry factor,  $F_p$ , to account for the effect of pipe reducers attached directly to the valve. This permits the valve and pipe reducers to be treated as an assembly, i.e.,  $F_p C_v$  is the flow coefficient of the valve/pipe reducer combination. Then, the pressure drop in the flow equations is the pressure drop of the assembly.

This method is also applicable when valves are furnished with oversized ends to fit larger diameter pipe. It should also be used to evaluate line-size valves used in pipe with a lower pressure rating than the valve, because such pipe may have less wall thickness and a larger inside diameter than the valve inlet diameter given in the valve data tabulations.

This section provides equations for calculation of the piping geometry factor,  $F_p$ , which should be used even in Basic Calculations when there is a significant difference between the pipe diameter and valve inlet diameter (d).

In addition, other coefficients ( $K$ ,  $F_L$ ,  $x_T$ ) are affected by the presence of pipe reducers. Equations are also provided for correction of these terms, which are required only when evaluating significant valve-to-pipe diameter mismatch.

*Note: These equations apply only where the valve diameter is less than the connecting pipe diameter.*



### 2.5.1 Pipe Geometry Factor

Calculate upstream loss coefficient:

#### Equation 1-1 (U.S. or metric)

$$K_1 = 0.5 \left[ 1 - \left( \frac{d}{D_1} \right)^2 \right]^2$$

Calculate downstream loss coefficient:

#### Equation 1-2 (U.S. or metric)

$$K_2 = \left[ 1 - \left( \frac{d}{D_2} \right)^2 \right]^2$$

Summation:

#### Equation 1-3 (U.S. or metric)

$$\sum K = K_1 + K_2$$

#### Equation 1-4a (U.S.)

$$F_p = \sqrt{\frac{1}{1 + \frac{\sum K}{890} \left( \frac{C_v}{d^2} \right)^2}}$$

#### Equation 1-4b (metric)

$$F_p = \sqrt{\frac{1}{1 + 486 \sum K \left( \frac{C_v}{d^2} \right)^2}}$$

*Note: If  $D_1$  and  $D_2$  are not the same, use of  $F_p$  calculated in this manner accounts for energy losses associated with flow contraction and expansion, and the pressure drop calculated using this factor represents energy loss. Bernoulli effects may cause a different static pressure change between upstream and downstream pipes.*

### 2.5.2 Other Coefficients

Correction of values of  $K_i$ ,  $F_L$  and  $x_T$  requires an initial calculation of a Bernoulli coefficient to account for static pressure change in the inlet reducer:

#### Equation 1-5 (U.S. or metric)

$$K_{B1} = 1 - \left( \frac{d}{D_1} \right)^4$$

Then, corrected values of each coefficient may be calculated, using the corresponding value from valve data tables as input:

#### Equation 1-6a (U.S.)

$$K_{ii} = \frac{1}{F_p^2 \left[ \frac{1}{K_i} + \left( \frac{K_1 + K_{B1}}{890} \right) \left( \frac{C_v}{d^2} \right)^2 \right]}$$

#### Equation 1-6b (metric)

$$K_{ii} = \frac{1}{F_p^2 \left[ \frac{1}{K_i} + 468 (K_1 + K_{B1}) \left( \frac{C_v}{d^2} \right)^2 \right]}$$

#### Equation 1-7a (U.S.)

$$F_{LL} = \frac{1}{F_p \sqrt{\frac{1}{F_L^2} + \left( \frac{K_1 + K_{B1}}{890} \right) \left( \frac{C_v}{d^2} \right)^2}}$$

#### Equation 1-7b (metric)

$$F_{LL} = \frac{1}{F_p \sqrt{\frac{1}{F_L^2} + 468 (K_1 + K_{B1}) \left( \frac{C_v}{d^2} \right)^2}}$$

#### Equation 1-8a (U.S.)

$$x_{TT} = \frac{x_T}{F_p^2 \left[ 1 + \frac{x_T (K_1 + K_{B1})}{1000} \left( \frac{C_v}{d^2} \right)^2 \right]}$$

#### Equation 1-8b (metric)

$$x_{TT} = \frac{x_T}{F_p^2 \left[ 1 + 416 x_T (K_1 + K_{B1}) \left( \frac{C_v}{d^2} \right)^2 \right]}$$

where:  $K_i$ ,  $F_L$  and  $x_T$  are values from valve data tables;  $K_{ii}$ ,  $F_{LL}$  and  $x_{TT}$  are corrected values for valve/reducer assembly.

## Nomenclature

$C_v$	valve flow coefficient. See Valve Reference Data.
$d$	valve-end inside diameter, inches, (mm). See Valve Reference Data.
$D_1$	inside diameter of upstream pipe, inches, (mm). See Pipe Data Section.
$D_2$	inside diameter of downstream pipe, inches, (mm). See Pipe Data Section.
$F_L$	liquid-pressure recovery coefficient, dimensionless*
$F_p$	piping-geometry factor, dimensionless
$K_1$	pressure-loss coefficient for inlet reducer, dimensionless
$K_2$	pressure-loss coefficient for outlet reducer, dimensionless
$K_{B1}$	pressure change (Bernoulli) coefficient for inlet reducer, dimensionless
$\sum K$	$K_1 + K_2$ , dimensionless
$K_i$	incipient-cavitation coefficient, dimensionless*
$x_T$	terminal value of $\Delta P/p_1$ for choked gas or steam flow, dimensionless

\*Double subscripts (e.g.  $K_{ii}$ ) represent values corrected for effects of pipe reducers.

**Table 1 – Forged Steel Angle Univalve®  
Flow Coefficients**

Black numerals are in U.S. customary units or dimensionless  
Colored numerals are in metric units

Size		All Stop and Check Valves					Check Valves* with Springs (Std.)			Check Valves* without Springs		
NPS	DN	C <sub>v</sub>	F <sub>L</sub>	x <sub>T</sub>	K <sub>i</sub>	d	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C

**Class 1690 (PN 290)** All Stop valves, all Stop-Check valves, all Piston Check valves

0.50	15	10.5	0.80	0.41	0.16	0.68	17.3	6.0	0.41	887	101	179	1.5	0.103	468	53	165
0.75	20	10.5				0.68	17.3			1522	172	179			804	91	165
1.00	25	10.5				0.68	17.3			1522	172	179			804	91	165
1.25	32	31				1.19	30.2			5326	604	179			2810	318	164
1.50	40	31				1.19	30.2			5066	574	179			2670	303	164
2.00	50	50				1.50	38.1			8620	977	180			4550	516	166
2.50	65	90				2.00	50.8			13,916	1580	179			7360	834	165
3.00	80	90				2.00	50.8			12,715	1440	179			6690	758	165

**Class 2680 (PN 460)** All Stop valves, all Stop-Check valves, all Piston Check valves

0.50	15	10.5	0.80	0.41	0.16	0.68	17.3	6.0	0.41	729	83	179	1.5	0.103	385	44	165
0.75	20	10.5				0.68	17.3			625	71	179			330	37	165
1.00	25	10.5				0.68	17.3			1140	129	179			604	68	165
1.25	32	19				0.94	23.9			3120	354	177			1650	187	163
1.50	40	19				0.94	23.9			2910	330	177			1540	175	163
2.00	50	50				1.50	38.1			7290	826	180			3850	436	166
2.50	65	89				2.00	50.8			10,400	1180	179			5490	622	165
3.00	80	89				2.00	50.8			10,400	1180	179			5490	622	165

NOTES: See Table 9 for ΔP<sub>cor</sub>. See notes following paragraph 2.4.1, page 106, for discussion of C factor.

\* Stop-check valves are only furnished without springs.



**Table 1A – Forged Steel Univalve®  
Flow Coefficients**

Black numerals are in U.S. customary units or dimensionless  
Colored numerals are in metric units

Size		All Stop and Check Valves					Check Valves* with Springs (Std.)			Check Valves* without Springs							
NPS	DN	C <sub>v</sub>	F <sub>L</sub>	x <sub>T</sub>	K <sub>i</sub>	d	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C					
<b>Class 1690 (PN 290) All Stop valves, all Stop-Check valves, all Piston Check valves</b>																	
0.50	15	7.0	0.66	0.27	0.16	0.464	11.8	4.0	0.28	886	100	210	1.0	0.069	443	50.2	105
0.75	20	12				0.612	15.5			1520	172	207			760	86.0	103
1.00	25	12				0.815	20.7			1520	172	117			760	86.0	58
1.25	32	42				1.160	29.5			5320	602	201			2660	301	101
1.50	40	40				1.338	34.0			5060	574	144			2530	287	72
2.00	50	68				1.687	42.8			8610	975	154			4300	488	77
2.50	65	110				2.125	54.0			13,900	1580	157			6960	789	79
3.00	80	100				2.624	66.6			12,700	1430	94			6330	717	47
4.00	100	85	3.438	87.3	10,800	1220	46	5380	609	23							

<b>Class 2680 (PN 460) All Stop valves, all Stop-Check valves, all Piston Check valves</b>																	
0.50	15	7.0	0.63	0.24	0.15	0.464	11.8	4.0	0.28	886	100	210	1.0	0.069	443	50.2	105
0.75	20	12				0.612	15.5			760	86.0	103			380	43.0	52
1.00	25	11				0.599	15.2			1390	158	198			696	78.9	99
1.25	32	30				0.896	22.8			3800	430	241			1900	215	121
1.50	40	28				1.100	28.0			3540	401	149			1770	201	75
2.00	50	70				1.503	38.2			8860	1000	200			4430	502	100
2.50	65	100				1.771	45.0			12,700	1430	206			6330	717	103
3.00	80	100				2.300	58.4			12,700	1430	122			6330	717	61
4.00	100	90	3.152	80.1	11,400	1290	58	5700	645	29							

<b>Class 4500 (PN760) All Stop valves, all Stop-Check valves, all Piston Check valves</b>																	
0.50	15	2.0	0.64	0.25	0.15	0.252	6.4	4.0	0.28	253	28.7	203	1.0	0.069	127	14.3	102
0.75	20	6.0				0.434	11.0			760	86.0	205			380	43.0	103
1.00	25	12				0.599	15.2			1520	172	216			760	86.0	108
1.25	32	12				0.808	20.5			1520	172	117			760	86.0	59
1.50	40	11				0.926	23.5			1390	158	82			696	78.9	41
2.00	50	48				1.156	29.4			6080	688	230			3040	344	115
2.50	65	62				1.400	35.6			7850	889	202			3920	444	101
3.00	80	60				1.700	43.2			7600	860	132			3800	430	66
4.00	100	55	2.200	55.9	6960	789	76	3480	394	37							

NOTES: See Table 9 for ΔP<sub>CV</sub>. See notes following paragraph 2.4.1, page 106, for discussion of C factor.  
\* Stop-check valves are only furnished without springs.

**Table 1B – Forged Steel PressurCombo Flow Coefficients**

Black numerals are in U.S. customary units or dimensionless  
Colored numerals are in metric units

Size			Pressurseat (DS)					Pressureater (DE)					PressurCombo (DC)						
NPS	DN	C <sub>v</sub>	F <sub>L</sub>	x <sub>T</sub>	K <sub>i</sub>	d	C <sub>v</sub>	F <sub>L</sub>	x <sub>T</sub>	K <sub>i</sub>	d	C <sub>v</sub>	F <sub>L</sub>	x <sub>T</sub>	K <sub>i</sub>	d			
<b>Class 1690 (PN 290)</b> 36124, 36128, 36224, 36228																			
0.50	15	5.0	.85	.50	.27	0.464	11.8	5.0	.80	.45	.24	0.464	11.8	4.1	.80	.45	.24	0.464	11.8
0.75	20	6.1				0.612	15.5	5.9				0.612	15.5	4.5				0.612	15.5
1.00	25	6.1				0.815	20.7	5.6				0.815	20.7	4.4				0.815	20.7
1.25	32	12				1.160	29.55	11				1.160	29.5	8.0				1.160	29.5
1.50	40	12				1.338	34.0	11				1.338	34.0	8.0				1.338	34.0
2.00	50	30				1.687	42.3	28				1.687	42.8	22				1.687	42.8
2.50	65	53				2.125	54.0	51				2.125	54.0	39				2.125	54.0
3.00	80	51				2.624	66.6	47				2.624	66.6	37				2.624	66.6
4.00	100	49				3.438	87.3	43				3.438	87.3	35				3.438	87.3

<b>Class 2680 (PN 460)</b> 66124, 66128, 66224, 66228																			
0.50	15	5.0	.85	.50	.27	0.464	11.8	5.0	.80	.45	.24	0.464	5.0	4.1	.80	.45	.24	0.464	11.8
0.75	20	4.6				0.612	15.5	4.5				0.612	4.5	3.8				0.612	15.5
1.00	25	6.0				0.599	15.2	5.7				0.599	5.7	4.5				0.599	15.2
1.25	32	12				0.896	22.8	12				0.896	12	8.9				0.896	22.8
1.50	40	12				1.100	28.0	11				1.100	11	8.3				1.100	27.9
2.00	50	31				1.502	38.2	30				1.502	30	23				1.502	38.2
2.50	65	52				1.771	45.0	56				1.771	56	41				1.771	45.0
3.00	80	52				2.300	58.4	48				2.300	48	38				2.300	58.4
4.00	100	50				3.152	80.1	44				3.152	44	36				3.152	80.1

<b>Class 4500 (PN 760)</b> 96124, 96128, 96224, 96228																			
0.50	15	1.9	.85	.50	.27	0.252	6.4	1.5	.80	.45	.24	0.252	6.4	1.4	.80	.45	.24	0.252	6.4
0.75	20	4.6				0.434	11.0	4.4				0.434	11.0	3.8				0.434	11.0
1.00	25	6.1				0.599	15.2	5.8				0.599	15.2	4.5				0.599	15.2
1.25	32	6.1				0.808	20.5	5.6				0.808	20.5	4.4				0.808	20.5
1.50	40	5.9				0.926	23.5	5.3				0.926	23.5	4.3				0.926	23.5
2.00	50	28				1.156	29.4	29				1.156	29.4	22				1.156	29.4
2.50	65	30				1.400	35.6	30				1.400	35.6	23				1.400	35.6
3.00	80	30				1.700	43.2	28				1.700	43.2	22				1.700	43.2
4.00	100	29				2.200	55.9	25				2.200	55.9	21				2.200	55.9



**Table 2 – Forged Steel Inclined  
Bonnet, Bolted Bonnet Valve Flow Coefficients**

Black numerals are in U.S. customary units or dimensionless  
Colored numerals are in metric units

Size		All Stop and Check Valves					Check Valves* with Springs (Std.)			Check Valves* without Springs							
NPS	DN	C <sub>v</sub>	F <sub>L</sub>	x <sub>T</sub>	K <sub>i</sub>	d	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C					
<b>Class 800 (PN 130) Figure No. 848/848Y Stop valve, 868/868Y Stop-Check valve, 838/838Y Piston Check valve</b>																	
0.25	8	1.4	0.72	0.30	0.20	0.364	9.2	5.0	0.34	198	22.4	76	0.6	0.041	68.6	7.77	26
0.38	10	3.3				0.493	12.5			467	52.9	98			162	18.3	34
0.50	15	3.3				0.546	13.9			467	52.9	80			162	18.3	28
0.75	20	5.7				0.742	18.8			722	81.8	67			250	28.3	23
1.00	25	13.5				0.957	24.3			1910	216	106			662	75.0	37
1.25	32	23.5				1.278	32.5			3330	377	104			1150	131	36
1.50	40	37.5				1.500	38.1			5290	600	120			1830	208	42
2.00	50	48.5				1.939	49.3			6860	778	93			2380	269	32

<b>Series 1500 Figure No. 1048/1048Y Stop valve, 1068/1068Y Stop-Check valve, 1038/1038Y Piston Check valve</b>																	
0.25	8	1.7	0.75	0.34	0.20	0.302	7.7	5.0	0.34	241	27.3	134	0.6	0.041	83.4	9.45	47
0.38	10	3.9				0.423	10.7			552	62.5	157			191	21.7	54
0.50	15	3.8				0.464	11.8			538	60.9	127			186	21.1	44
0.75	20	6.8				0.612	15.5			963	109	131			333	37.8	45
1.00	25	10.5				0.815	20.7			1490	168	114			515	58.3	39
1.25	32	28				1.160	29.5			3960	449	150			1370	155	52
1.50	40	26.5				1.338	34.0			3750	425	107			1300	147	37
2.00	50	41.5				1.687	42.8			5870	665	105			2030	230	36

NOTES: See Table 9 for ΔP<sub>CV</sub>. See note following paragraph 2.4.1, page 106, for discussion of C factor.



**Table 3 – Forged Steel Angle, Bolted Bonnet Valve Flow Coefficients**

Black numerals are in U.S. customary units or dimensionless  
Colored numerals are in metric units

Size		All Stop and Check Valves					Check Valves* with Springs (Std.)			Check Valves* without Springs		
NPS	DN	C <sub>v</sub>	F <sub>L</sub>	x <sub>T</sub>	K <sub>i</sub>	d	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C

**Class 600 (PN 110) Figure No. 829 Stop valves, 847 Stop-Check valves**

0.50	15	3.3	0.55	0.19	0.11	0.546	13.9	6.0	0.41	512	58.0	87	0.8	0.055	187	21.2	32
0.75	20	5.7				0.742	18.8			884	100	82			323	36.5	30
1.00	25	17.5				0.957	24.3			2710	307	151			991	112	55
1.25	32	36				1.278	32.5			5580	632	174			2040	231	64
1.50	40	35				1.500	38.1			5430	615	123			1980	224	45
2.00	50	45.5				1.939	49.3			7050	799	96			2580	292	35

**Class 800 (PN 130) Figure No. 849/849Y Stop valves, 869/869Y Stop-Check valves**

0.25	8	2.6	0.64	0.25	0.16	0.364	9.2	6.0	0.41	403	45.7	155	0.8	0.055	147	16.7	57
0.38	10	2.9				0.493	12.5			450	50.9	94			164	18.6	34
0.50	15	2.8				0.546	13.9			434	49.2	74			159	18.0	27
0.75	20	4.8				0.742	18.8			744	84.3	69			272	30.8	25
1.00	25	10.5				0.957	24.3			1630	184	91			595	67.3	33
1.25	32	31				1.278	32.5			4810	544	150			1760	199	55
1.50	40	30				1.500	38.1			4650	527	105			1700	192	38
2.00	50	38.5				1.939	49.3			5970	676	81			2180	247	30

**Series 1500 Figure No. 1049/1049Y Stop valves, 1069/1069Y Stop-Check valves**

0.25	8	1.9	0.61	0.22	0.14	0.302	7.7	6.0	0.41	295	33.4	165	0.8	0.055	108	12.2	60
0.38	10	2.9				0.423	10.7			450	50.9	128			164	18.6	47
0.50	15	2.9				0.464	11.8			450	50.9	106			164	18.6	39
0.75	20	5.0				0.612	15.5			775	87.8	105			283	32.1	39
1.00	25	7.7				0.815	20.7			1190	135	92			436	49.4	33
1.25	32	20				1.160	29.5			3100	351	117			1130	128	43
1.50	40	20				1.338	34.0			3100	351	88			1130	128	32
2.00	50	33.5				1.687	42.8			5190	588	93			1900	215	34

**Series 1500 Figure No. 1029 Stop valves, 1047 Stop-Check valves**

0.50	15	2.7	0.65	0.24	0.16	0.464	11.8	6.0	0.41	419	47.4	99	0.8	0.055	153	17.3	36
0.75	20	4.7				0.612	15.5			729	82.5	99			266	30.1	36
1.00	25	7.5				0.815	20.7			1160	132	89			425	48.1	33
1.25	32	21				1.160	29.5			3260	369	123			1190	135	45
1.50	40	21				1.338	34.0			3260	369	93			1190	135	34
2.00	50	31.5				1.687	42.8			4920	557	88			1790	203	32

NOTES: See Table 9 for ΔP<sub>CV</sub>. See note following paragraph 2.4.1, page 106, for discussion of C factor. See Table 10 page 120 for Herma valves.



**Table 4 – Edward Forged Steel Vertical Stem, Bolted Bonnet Globe Valve and 90° Bonnet Piston Check Valve Flow Coefficients**

Black numerals are in U.S. customary units or dimensionless  
Colored numerals are in metric units

Size		All Stop and Check Valves					Check Valves with Springs (Std.)			Check Valves without Springs		
NPS	DN	C <sub>v</sub>	F <sub>L</sub>	x <sub>T</sub>	K <sub>i</sub>	d	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C

**Series 600 (PN 110) Figure No. 828 Stop valve, 846 Stop-Check valve, 858 Piston Check valve**

0.50	15	2.4	0.63	0.29	0.15	0.546	13.9	8.0	0.55	430	48.7	73	1.2	0.083	166	18.8	28
0.75	20	4.2				0.742	18.8			752	85.2	70			291	33.0	27
1.00	25	13.5				0.957	24.3			2400	272	133			929	105	52
1.25	32	27.5				1.278	32.5			4920	558	154			1910	216	59
1.50	40	27				1.500	38.1			4830	548	109			1870	212	42
2.00	50	35.5				1.939	49.3			6360	720	86			2460	279	33

**Series 1500 Figure No. 1028 Stop valve, 1046 Stop-Check valve, 1058 Piston Check valve**

0.50	15	3.6	0.68	0.27	0.17	0.464	11.8	8.0	0.55	645	73.0	153	1.2	0.083	250	28.3	59
0.75	20	6.2				0.612	15.5			1110	126	151			430	48.7	58
1.00	25	6.2				0.815	20.7			1110	126	85			430	48.7	33
1.25	32	18				1.160	29.5			3220	365	122			1250	141	47
1.50	40	17.5				1.338	34.0			3130	355	89			1210	137	35
2.00	50	24.5				1.687	42.8			4390	497	79			1700	192	30

NOTES: See Table 9 for ΔP<sub>CV</sub>. See note following paragraph 2.4.1, page 106, for discussion of C factor.

**Table 5 – Forged Steel Ball Check Valve Flow Coefficients**

Black numerals are in U.S. customary units or dimensionless  
Colored numerals are in metric units

Size		Check Valve Flow Coefficients					Check Valves with Springs (Std.)			
NPS	DN	C <sub>V</sub>	F <sub>L</sub>	x <sub>T</sub>	K <sub>i</sub>	d	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C	

**Class 800 (PN 130) Figure No. 832/832Y Ball Check valve**

0.25	8	1.5	0.53	0.16	0.11	0.364	9.2	6.0	0.41	233	26.3	89
0.38	10	3.5				0.493	12.5			543	61.5	114
0.50	15	3.5				0.546	13.9			543	61.5	93
0.75	20	6.1				0.742	18.8			946	107	88
1.00	25	14				0.957	24.3			2170	246	121
1.25	32	25				1.278	32.5			3880	439	121
1.50	40	39.5				1.500	38.1			6120	694	139
2.00	50	51.5				1.939	49.3			7990	904	108

**Series 1500 Figure No. 1032/1032Y Ball Check valve**

0.25	8	1.1	0.77	0.37	0.16	0.302	7.7	6.0	0.41	171	19.3	95
0.38	10	2.5				0.423	10.7			388	43.9	110
0.50	15	2.4				0.464	11.8			372	42.1	88
0.75	20	4.3				0.612	15.5			667	75.5	91
1.00	25	6.6				0.815	20.7			1020	116	79
1.25	32	17.5				1.160	29.5			2710	307	103
1.50	40	17				1.338	34.0			2640	299	75
2.00	50	26.5				1.687	42.8			4110	465	74

**5000 CWP (345 Bar) Figure No. 5160 Hydraulic Check valve**

2.00	50	14	0.96	0.57	0.24	1.502	38.2	20	1.4	3960	449	89
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**10000 CWP (690 Bar) Figure No. 160/160Y Hydraulic Check valve, 9160 Hydraulic Check valve**

0.25	8	0.40	0.96	0.57	0.24	0.133	3.4	20.0	1.4	113	12.8	326
0.38	10	0.80				0.205	5.2			227	25.7	275
0.50	15	1.3				0.252	6.4			368	41.7	295
0.75	20	3.5				0.434	11.0			991	112	268
1.00	25	2.9				0.599	15.2			821	93.0	117
1.25	32	3.5				0.808	20.5			991	112	77
1.50	40	3.5				0.926	23.5			991	112	58
2.00	50	14				1.156	29.4			3960	449	150

NOTES: See Table 9 for ΔP<sub>CV</sub>. See note following paragraph 2.4.1, page 106, for discussion of C factor.



**Table 6 – Hydraulic Stop Valve  
Flow Coefficients**

Black numerals are in U.S. customary units or dimensionless  
Colored numerals are in metric units

Size		All Stop Valves					Check Valves with Springs (Std.)			Check Valves without Springs		
NPS	DN	C <sub>v</sub>	F <sub>L</sub>	x <sub>T</sub>	K <sub>i</sub>	d	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C
<b>5,000 PSI CWP (345 BAR) Figure No. 5158 Hydraulic Stop Valves</b>												
<b>10,000 PSI CWP (690 BAR) Figure No. 158/158Y, 9158 Hydraulic Stop Valves</b>												
0.25	8	1.6	0.48	0.30	.024	0.133	3.4	N/A				
0.38	10	1.6				0.205	5.2					
0.50	15	1.6				0.252	6.4					
0.75	20	3.6				0.434	11.0					
1.00	25	5.7				0.599	15.2					
1.25	32	9.1				0.808	20.5					
1.50	40	19				0.926	23.5					
2.00	50	33				1.156	29.4					

**Table 7 – Inclined Bonnet Blow-Off Valve  
Flow Coefficients**

Black numerals are in U.S. customary units or dimensionless  
Colored numerals are in metric units

Size		All Stop Valves					Check Valves with Springs (Std.)			Check Valves without Springs		
NPS	DN	C <sub>v</sub>	F <sub>L</sub>	x <sub>T</sub>	K <sub>i</sub>	d	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C
<b>Class 300 (PN 50) Figure No. 1441/1441Y</b>												
1.50	40	44	0.49	0.32	0.20	1.610	40.9	N/A				
2.00	50	67	0.69	0.44		2.067	52.5					
2.50	65	100	0.53	0.34		2.469	62.7					
<b>Class 600 (PN 110) Figure No. 1641/1641Y</b>												
1.50	40	43	0.55	0.35	0.20	1.500	38.1	N/A				
2.00	50	68	0.71	0.44		1.939	49.3					
2.50	65	110	0.56	0.35		2.323	59.0					

**Table 8 – Angle Blow-Off Valve  
Flow Coefficients**

Black numerals are in U.S. customary units or dimensionless  
Colored numerals are in metric units

Size		All Stop Valves					Check Valves with Springs (Std.)			Check Valves without Springs		
NPS	DN	C <sub>V</sub>	F <sub>L</sub>	x <sub>T</sub>	K <sub>i</sub>	d	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C	ΔP <sub>FL</sub>	SP <sub>FL</sub>	C

**Class 300 (PN 50) Figure No. 1443/1443Y**

1.50	40	45	0.48	0.31	0.15	1.610	40.9		N/A			
2.00	50	80	0.48	0.31		2.067	52.5					
2.50	65	110	0.53	0.34		2.469	62.7					

**Class 600 (PN 110) Figure No. 1643/1643Y**

1.50	40	41	0.60	0.38	0.15	1.500	38.1		N/A			
2.00	50	81	0.50	0.31		1.939	49.3					
2.50	65	110	0.56	0.35		2.323	59.0					

**Table 9 – Crack-Open  $\Delta P$  for Edward Forged Steel Check Valves,  $\Delta P_{CO}$  – PSI (BAR)**

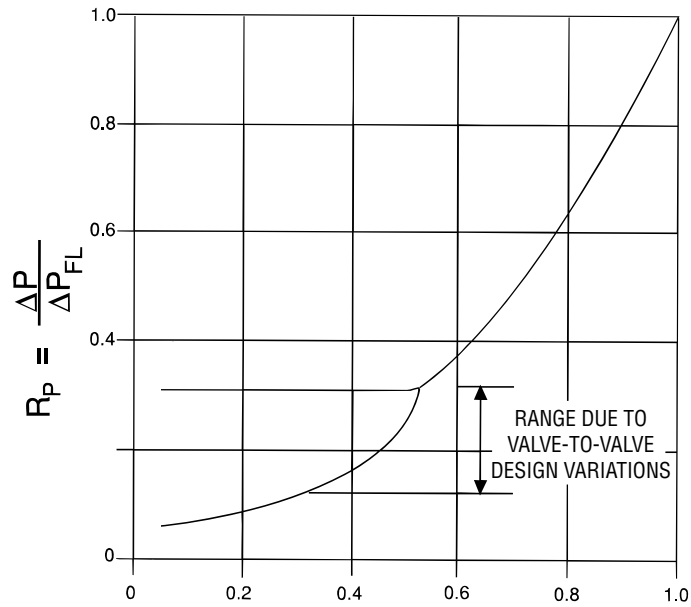
Black numerals are in U.S. customary units or dimensionless  
Colored numerals are in metric units

Valve Type	Installation Orientation		Valves with Springs (Std.)		Valves without Springs	
Inclined, Bolted Bonnet, Piston Lift	Horizontal	Bonnet up	0.7 – 0.9	0.05 – 0.06	0.1 – 0.5	0.007 – 0.03
		Bonnet sideways*	0.3 – 0.8	0.02 – 0.06	—	—
		Bonnet down*	0.05 – 0.7	0.003 – 0.05	—	—
	Vertical	Bonnet up	0.7 – 1.0	0.05 – 0.07	0.1 – 0.3	0.007 – 0.02
		Bonnet down*	0.05 – 0.7	0.003 – 0.05	—	—
90°, Bolted Bonnet, Piston Lift	Horizontal	Bonnet up	0.8 – 1.0	0.06 – 0.07	0.1 – 0.6	0.007 – 0.04
		Bonnet sideways*	0.4 – 0.8	0.03 – 0.06	—	—
		Bonnet down*	0.05 – 0.6	0.003 – 0.04	—	—
	Vertical		0.4 – 0.8	0.03 – 0.06	—	—
	Inclined, Univalve®, Piston Lift	Horizontal	Bonnet up	1.0 – 1.5	0.07 – 0.10	0.4 – 0.8
Bonnet sideways*			0.5 – 1.2	0.03 – 0.08	—	—
Bonnet down*			0.05 – 1.1	0.003 – 0.08	—	—
Vertical		Bonnet up	1.0 – 1.5	0.07 – 0.10	0.4 – 0.8	0.03 – 0.06
		Bonnet down*	0.05 – 1.1	0.003 – 0.08	—	—
Inclined, Ball Lift	Horizontal	Bonnet up	0.9 – 1.7	0.06 – 0.10	—	—
		Bonnet sideways*	0.7 – 1.4	0.05 – 0.10	—	—
		Bonnet down*	0.5 – 1.2	0.03 – 0.08	—	—
	Vertical	Bonnet up	0.9 – 1.7	0.06 – 0.10	—	—
		Bonnet down*	0.5 – 1.2	0.03 – 0.08	—	—

\* Not recommended because of possible accumulation of debris in valve neck.

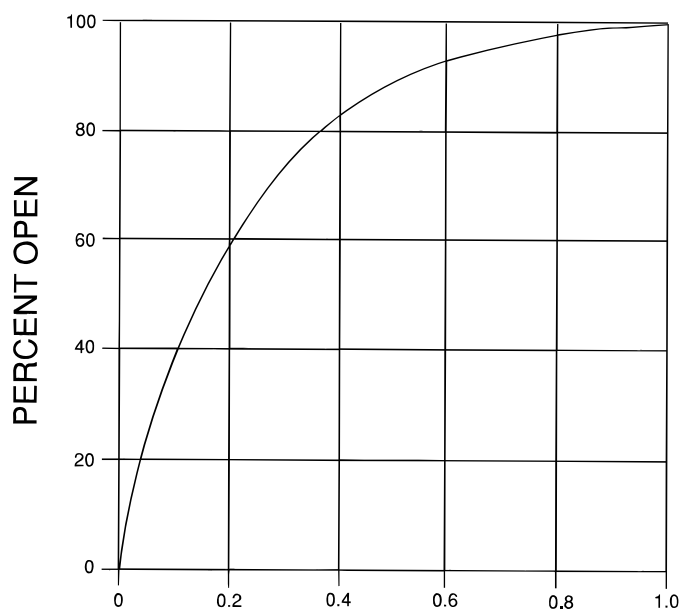
Figure 16 – Edward Forged Steel Check Valve Flow Performance Curves

Figure 16A



$$R_F = \frac{SP}{SP_{FL}}$$

Figure 16B



$$R_F = \frac{SP}{SP_{FL}}$$

**Table 10 – Edward Forged Steel Hermavalve® Flow Coefficients**

Black numerals are in U.S. customary units or dimensionless  
Colored numerals are in metric units

NPS	DN	Regular Port Hermavalves Fig. No. 15004/15104, 15008/15108, 16004, 16008				Reduced Port Hermavalves Fig. No. 15014/15114, 15018/15118, 16014, 16018				d	
		C <sub>v</sub>	F <sub>L</sub>	X <sub>T</sub>	K <sub>I</sub>	C <sub>v</sub>	F <sub>L</sub>	X <sub>T</sub>	K <sub>I</sub>		
0.05	15	4.9	0.46	0.31	0.07	—	—	—	—	0.464	11.8
0.75	20	6.1	0.52	0.36	0.09	—	—	—	—	0.612	15.5
1.00	25	11	0.55	0.38	0.10	6.1	0.51	0.36	0.09	0.815	20.7
1.50	40	32	0.62	0.39	0.13	11	0.53	0.37	0.09	1.338	34.0
2.00	50	50	0.68	0.40	0.15	32	0.57	0.37	0.11	1.687	42.8
2.50	65	—	—	—	—	50	0.59	0.37	0.12	2.125	54.0

**Figure 17 – Ratio of Specific heats (k) for some gasses**

<b>k = 1.3</b>	Ammonia	Carbon Dioxide	Dry Steam	Methane	Natural Gas
<b>k = 1.4</b>	Air	Carbon Monoxide	Hydrogen	Nitrogen	Oxygen

**Figure 18A – Saturated Water - Temperature, Pressure & Density (U.S. Units)**

<b>Water Temp. °F</b>	32	70	100	200	300	400	500	550	600	650	700	705
<b>Vapor Pressure, p<sub>v</sub></b>	0.09	0.36	0.95	11.5	67	247	681	1045	1543	2208	3094	3206
<b>Water Density, ρ</b>	62.4	62.3	62.0	60.1	57.3	53.7	49.0	46.0	42.3	37.4	27.3	19.7

P = Pressure in psia, ρ = Density in lb./ft<sup>3</sup>

**Figure 18B – Saturated Water - Temperature, Pressure & Density (Metric)**

<b>Water Temp. °C</b>	0	25	50	100	150	200	250	300	350	370	374
<b>Vapor Pressure, p<sub>v</sub></b>	.006	.032	.123	1.01	4.76	15.6	39.8	85.9	165.4	211	221
<b>Water Density, ρ</b>	1000	997	988	958	917	865	799	712	574	452	315

P = Pressure in Bar Absolute, ρ = Density in Kg/m<sup>3</sup>



Figure 19 – Density of Steam

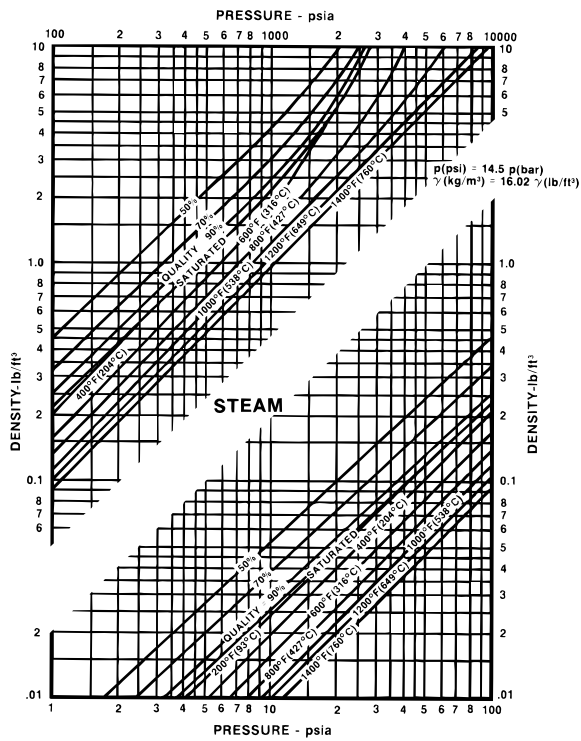


Figure 20 – Density of Air

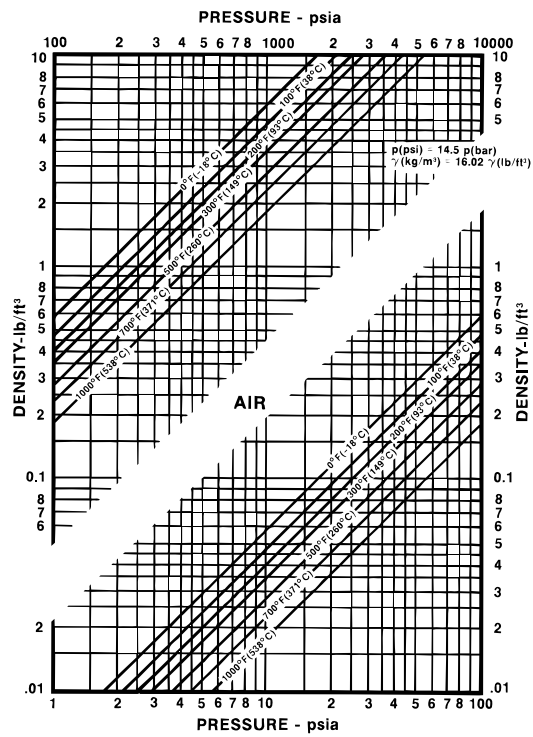
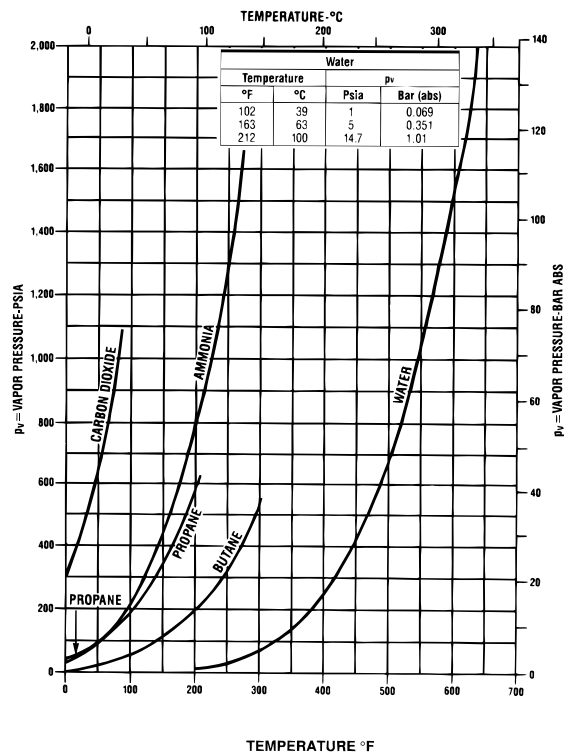


Figure 21 – Vapor Pressure of Liquid



## Conversion of Measurement Units

### Length

1 in. = 25.4 mm	1 mile = 5280 ft
1 in. = 2.54 cm	1 mile = 1.609 km
1 in. = 0.0254 m	1 km = 3281 ft
1 ft = 0.3048 m	1 m = 39.37 in.

### Area

1 in. <sup>2</sup> = 645.2 mm <sup>2</sup>	1 m <sup>2</sup> = 10.76 ft <sup>2</sup>
1 in. <sup>2</sup> = 6.452 cm <sup>2</sup>	1 m <sup>2</sup> = 1550 in. <sup>2</sup>
1 ft <sup>2</sup> = 144 in. <sup>2</sup>	

### Volume

1 in. <sup>3</sup> = 16.39 cm <sup>3</sup>	1 m <sup>3</sup> = 35.31 ft <sup>3</sup>
1 ft <sup>3</sup> = 1728 in. <sup>3</sup>	1 m <sup>3</sup> = 264.2 U.S. gal.
1 U.S. gal. = 231 in. <sup>3</sup>	1 m <sup>3</sup> = 220 Imp. gal.
1 U.S. gal. = 0.1337 ft <sup>3</sup>	1 m <sup>3</sup> = 1000 liters
1 U.S. gal. = 0.8327 Imp. gal.	1 liter = 61.02 in. <sup>3</sup>
1 U.S. gal. = 3.7854 liters	1 liter = 1000 cm <sup>3</sup>
1 ft <sup>3</sup> = 28.32 liters	1 ml = 1 cm <sup>3</sup>

### Density

1 lb/ft <sup>3</sup> = 16.02 kg/m <sup>3</sup>
1 lb/ft <sup>3</sup> = 0.01602 g/cm <sup>3</sup>
1 lb/in <sup>3</sup> = 1728 lb/ft <sup>3</sup>
density = specific gravity x reference density
density = 1/specific volume

### Specific Volume

specific volume = 1/density

### Temperature

T(°C) = T(°F - 32) / 1.8
T(°F) = 1.8 T(°C) + 32
T(°R) = T(°F) + 460
T(°K) = T(°C) + 273
T(°R) = 1.8 T(°K)

where:

°C = degrees Celsius
°F = degrees Fahrenheit
°K = degrees Kelvin (absolute temperature)
°R = degrees Rankine (absolute temperature)

### Specific Gravity – Liquids

$$G_l = \frac{\text{density of liquid}}{\text{density of water at reference condition}}$$

Commonly used relations are:

$$G_l = \frac{\text{density of liquid}}{\text{density of water at 60°F and atmospheric pressure}}$$

$$G_l = \frac{\rho \text{ (lb/ft}^3\text{)}}{62.38 \text{ (lb/ft}^3\text{)}}$$

$$G_l = \frac{\text{density of liquid}}{\text{density of water at 4°C and atmospheric pressure}}$$

$$G_l = \frac{\rho \text{ (kg/m}^3\text{)}}{1000 \text{ (kg/m}^3\text{)}}$$

For practical purposes, these specific gravities may be used interchangeably, as the reference densities are nearly equivalent.

Specific gravities are sometimes given with two temperatures indicated, e.g.,

$$G_{l, 60^\circ\text{F}}, G_{l, \frac{15.5^\circ\text{C}}{4^\circ\text{C}}}, G_{l, 60^\circ\text{F}/60^\circ}$$

The upper temperature is that of the liquid whose specific gravity is given, and the lower value indicates the water temperature of the reference density. If no temperatures are shown, assume that the commonly used relations apply.

For petroleum liquids having an “API degrees” specification:

$$G_{l, 60^\circ\text{F}/60^\circ} = \frac{141.5}{131.5 + \text{API degrees}}$$

### Pressure

1 Mpa = 145 psi	1 psi = 6895 Pa
1 pond = 1 gf	1 psi = 6895 N/m <sup>2</sup>
1 std atm = 14.696 psi	1 Pa = 1 N/m <sup>2</sup>
1 std atm = 1.0133 bar	1 bar = 14.50 psi
1 std atm = 1.0133 x 10 <sup>5</sup> N/m <sup>2</sup>	1 bar = 100,000 N/m <sup>2</sup>
1 kgf/cm <sup>2</sup> = 14.22 psi	
1 std atm =	
760 torr absolute pressure =	
gage pressure + atmospheric pressure	

### Specific Gravity – Gases

$$G_g = \frac{\text{density of gas (at pressure and temperature of interest)}}{\text{density of air (at same pressure and temperature)}}$$

Because the relation between density, pressure and temperature does not always behave in an ideal way (i.e., ideally, density is proportional to pressure divided by temperature, in absolute units), use of the above relation requires that the pressure and temperature of interest be specified. This means that the specific gravity of a gas as defined may vary with pressure and temperature (due to “compressibility” effects).

Frequently, specific gravity is defined using:

$$G_g = \frac{\text{molecular weight of gas}}{\text{molecular weight of air}} = \frac{M_w}{28.96}$$

If this relation is used to calculate density, one must be careful to consider “compressibility” effects.

When the pressure and temperature of interest are at or near “standard” conditions (14.73 psia, 60°F) or “normal” conditions (1.0135 bar abs, 0°C), specific gravities calculated from either of the above relations are essentially equal.

### Pressure Head

1 foot of water at 60°F = 0.4332 psi

$$p \text{ (psi)} = \frac{\rho \text{ (lb/ft}^3\text{)} \times h \text{ (feet of liquid)}}{144}$$

$$p \text{ (N/m}^2\text{)} = \frac{\rho \text{ (kg/m}^3\text{)} \times h \text{ (meters of liquid)}}{0.1020}$$

$$p \text{ (bar)} = \frac{\rho \text{ (kg/m}^3\text{)} \times h \text{ (meters of liquid)}}{10200}$$

1 meter of water at 20°C = 9.790 kN/m <sup>2</sup>
1 meter of water at 20°C = 97.90 mbar
1 meter of water at 20°C = 1.420 psi

### Flow Rate

• mass units
1 lb/hr = 0.4536 kg/hr
1 metric tonne/hr = 2205 lb/hr

• liquid volume units
1 U.S. gpm = 34.28 BOPD
BOPD = barrels oil per day
1 U.S. gpm = 0.8327 Imp. gpm
1 U.S. gpm = 0.2273 m <sup>3</sup> /hr
1 U.S. gpm = 3.785 liters/min
1 m <sup>3</sup> /hr = 16.68 liters/min
1 ft <sup>3</sup> /s = 448.8 U.S. gpm

### • mixed units

w(lb/hr) = 8.021 q(U.S. gpm) x ρ(lb/ft <sup>3</sup> )
w(lb/hr) = 500 q(U.S. gpm of water at 70°F or less)

In the following:

STP (standard conditions) refers to 60°F, 14.73 psia

NTP (normal conditions) refers to 0°C, 1.0135 bar abs

$$G_g = \frac{\text{molecular weight of gas}}{\text{molecular weight of air}} = \frac{M_w}{28.96}$$

w(lb/hr) = 60 q(scfd of gas) x ρ(lb/ft <sup>3</sup> ) at STP
w(lb/hr) = q(scfd of gas) x ρ(lb/ft <sup>3</sup> ) at STP
w(lb/hr) = 4.588 q(scfd of gas) x G <sub>g</sub>
w(lb/hr) = 0.07646 q(scfd of gas) x G <sub>g</sub>
w(lb/hr) = 3186 q(MMscfd of gas) x G <sub>g</sub>
MMscfd = millions of standard cubic feet per day
w(kg/hr) = q(normal m <sup>3</sup> /hr of gas) x ρ(kg/m <sup>3</sup> at NTP)
w(kg/hr) = 1.294 q(normal m <sup>3</sup> /hr of gas) x G <sub>g</sub>

### 3. Edward Valve Design Standards and Features

Engineering and research efforts – both analytical and experimental – have contributed to innovative leadership by Flowserve Edward Valves through the introduction or practical development of some major industrial valving features:

- Integral hardfaced seats in globe and angle valves to permit compact valve designs and to resist erosion and wear.
- Impactor handwheels and handles to permit tight shutoff of manually operated globe and angle valves.
- Body-guided globe and angle valve disks to minimize wear and ensure alignment with seats for tight sealing.
- Inclined-bonnet globe valves with streamlined flow passages to minimize pressure drop due to flow.
- Equalizers for large check and stop-check valves to ensure full lift at moderate flow rates and to prevent damage due to instability.
- Compact pressure-seal bonnet joints to eliminate massive bolted flanges on large, high-pressure valves:
  - First with wedge-shaped metal gaskets with soft coatings, optimized over more than four decades to provide tight sealing in most services.
  - Now, for the severest services, with composite gaskets using flexible graphite and special anti-extrusion rings to ensure tight sealing, even with severe temperature transients – overcomes need for field re-tightening and eases disassembly for maintenance.
- Optimized stem-packing chambers and packing-material combinations to ensure tight stem sealing:
  - First with asbestos-based materials and then with asbestos-free materials.
- Hermetically sealed globe valves with seal-welded diaphragm stem seals to prevent stem leakage in critical applications, including nuclear.
- Gate valves with flexible double-wedge construction to ensure tight sealing at both low and high pressures and to prevent sticking difficulties when opening.

- Qualified stored-energy actuators for quick-closing valves in safety-related nuclear-plant applications – and qualified valve-actuator combinations that are used in main-steam isolation service throughout the world.

Flowserve valve expertise, acquired over more than 85 years, is shared with national and international codes-and-standards committees and other technical societies and groups whose activities influence industrial valves. This cooperation has included participation in the development of every issue of ASME/ANSI B16.34 as well as most issues of ASME/ANSI B16.5 (Pipe Flanges and Flanged Fittings), which applied to steel valves before ASME/ANSI B16.34 was first issued in 1973. Flowserve representatives have also been active in preparation of ISO (International Standards Organization) standards. In addition, Flowserve representatives have participated where appropriate with trade organizations such as EPRI, INPO and various nuclear power-plant owners' groups in addressing valve issues.

#### 3.1 Codes and Standards

Flowserve Edward valves are designed, rated, manufactured and tested in accordance with the following standards where applicable:

- ASME B16.34-2004 – Valves: flanged, threaded and welding end.
- ASME/ANSI B16.10-2000– Face-to-face and end-to-end dimensions of valves.
- ASME B16.11 – Forged Fittings, Socket-welding and Threaded.
- ASME Boiler and Pressure-Vessel Code – Applicable sections including Nuclear Section III.
- ASME and ASTM Material Specifications – Applicable sections.
- MSS Standard Practices – Where appropriate: Edward sealability acceptance criteria are equal to or better than those in MSS SP-61.

Users should note that ASME/ANSI B16.34-2004 has a much broader scope than the previous editions. While this standard previously covered only flanged-end and butt welding-end valves, the 1988 edition covered socket welding-end and threaded-end valves as well. With this revision, the standard now

addresses practically all types, materials and end configurations of valves commonly used in pressure-piping systems. All Edward valves in this catalog with a listed class number (e.g. Class 1500) comply with ASME B16.34.

In addition to the standards listed, special requirements such as those of API and NACE are considered on application.

#### 3.2 Pressure Ratings

Flowserve Edward valve-pressure ratings are tabulated in pressure-versus-temperature format. The temperatures range from -20°F (-29°C) to the maximum temperature permitted for each specific design and pressure-boundary material. Typically, pressure ratings decrease with increasing temperature, approximately in proportion to decreases in material strength.

Valves in this catalog with a listed class number are rated in accordance with ASME B16.34-2004. This standard establishes allowable working pressure ratings for each class number and material. These ratings also vary with class definitions as described below.

**Standard Class** (Ref: Paragraph 2.1.2 of ASME B16.34-2004) – These lowest ratings apply to all flanged-end valves as well as any threaded-end or welding-end valves that do not meet the requirements for other classes. Typically, ratings for these valves are consistent with ratings listed for flanges and flanged fittings of similar materials in ASME/ANSI B16.5-2003.

**Special Class** (Ref: Paragraph 2.1.3 of ASME B16.34-2004) – These ratings apply to threaded-end or welding-end valves which meet all requirements for a Standard Class rating and in addition meet special non-destructive examination (NDE) requirements. Valve bodies and bonnets are examined by volumetric and surface examination methods and upgraded as required. Pressure ratings for Special Class valves are higher than those for Standard Class valves (particularly at elevated temperatures) because of the improved assurance of soundness of pressure boundaries and because they are not subject to the limitations of flanged and gasketed end joints.

**Limited Class** (Ref: Paragraph 2.1.3 of ASME B16.34-2004) – These ratings apply only to threaded-end or welding-end valves in sizes 2-½ and smaller, with generally cylindrical, internal-wetted pressure boundaries. Limited Class valves meet all requirements for Standard Class valves, and body designs must also satisfy special reinforcement rules to compensate for irregularities in shape. Typically, the regions of minimum wall thickness in these valves are very localized, so minor plasticity in such regions at high temperature will not adversely affect valve geometry. Pressure ratings for Limited Class valves are the same as those for Special Class valves at lower temperatures, but Limited Class ratings are higher at very high temperatures [above 900°F (482°C) for ferritic steels and above 1050°F (565°C) for austenitic steels].

It should be understood that flanged-end valves can be supplied only as Standard Class valves with numerically even pressure-class designations (300, 600, 900, 1500, 2500), for consistency with mating flanges in piping systems. Threaded-end or welding-end valves can be supplied with the same designations or as Class 4500 (for which there is no standard for flanged-end connections). In addition, threaded-end or welding-end valves can be furnished with intermediate ratings or class designations (ref: paragraph 2.1.4 of ASME B16.34-2004), up to Class 2500 for threaded ends and up to Class 4500 for welding-ends. For example, Class 2680 welding-end Univalves, can be applied in superheater-drain applications that could not be satisfied with a Class 2500 valve rating.

**Series or CWP**

A few valves in this catalog with “Series” or “CWP” designations are designed, rated, manufactured and tested to Flowserve Edward Valves proprietary standards. These valve designs, qualified by decades of successful field performance, will provide safe and reliable service in applications where an ASME/ANSI rating is not required by a piping code or other specifications.

These valve designs and ratings are generally, but not completely, in conformance with recognized national standards (e.g., some employ high-strength materials not listed in standards). These valves have a history of excellent performance and safety, and they may be applied with confidence in applications where ASME/ANSI ratings are not required.

**Notes:**

1. While Edward cast-steel valves described in this catalog have even listed ratings (e.g., 1500), many designs provide more wall thickness than required in critical areas. Accordingly, welding-end valves can often be offered with intermediate ratings (ref: Paragraph 6.1.4 of ASME B16.34-2004) moderately higher than the nominal class ratings. With appropriate revisions to testing procedures, this can allow somewhat higher pressure ratings than those listed in the tabulations. Consult Edward Valves and provide information on specific required design pressure and temperature conditions.

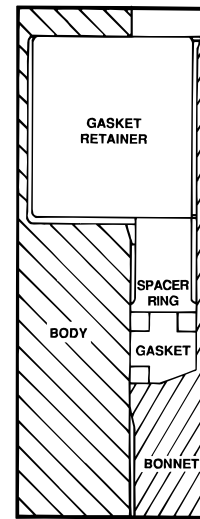
2. Pressure ratings for carbon steel (A105 and A216 WCB) valves are tabulated for temperatures through 1000°F (538°C), which is consistent with ASME B16.34-2004. As noted in that standard, these materials are permissible but not recommended for prolonged usage at above about 800°F (427°C). This precaution is related to the possibility that carbides in carbon steel may be converted to graphite.

3. Other codes or standards applicable to piping systems may be more restrictive than ASME B16.34-2004 in limiting allowable pressures for valves. For example, ASME B31.1-1995 (Power Piping) does not permit use of carbon steel (A105 and A216 WCB) at design temperatures above 800°F (427°C). Users must consider all codes or regulations applicable to their systems in selecting Edward Valves.

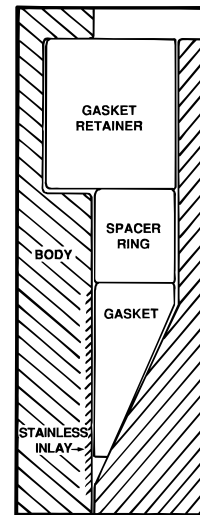
4. The maximum tabulated temperatures at which pressure ratings are given for Edward valves are in some cases less than the maximum temperatures given in ASME B16.34-2004 for valves of the same material. The maximum tabulated temperatures in this catalog may reflect limitations of materials used for other valve parts (e.g., stems). Use of Edward valves at temperatures above the maximum tabulated values may result in degradation and is not recommended.

**3.3 Pressure-Seal Construction**

The time-proven Edward pressure-seal bonnet seals more effectively as pressure increases, because the pressure forces the sealing elements into closer contact. Metal pressure-seal gaskets with soft plating employ optimum contact angles and materials for each applicable valve type, size and pressure-class rating. The gaskets yield initially



Composite Pressure-Seal Construction



Typical Pressure-Seal Construction

under bolting load and then under pressure, to provide excellent sealing contact.

New designs for highest pressure/temperature services employ improved composite pressure-seal gaskets with flexible graphite rings. Flowserve leadership in proof-testing of Edward Valves flexible graphite stem packings clearly showed the superior sealing characteristics of this material, and continued research led to the development of a test-proven bonnet closure that provides highest sealing integrity. The composite pressure-seal provides excellent sealing at low and high pressures, even under severe pressure/temperature transients. It provides easier disassembly for maintenance, seals over minor scratches and does not depend on retightening under pressure after reassembly.

### 3.4 Hardfacing

Integrity of seating surfaces on bodies, wedges and disks in gate, globe, and check valves is essential for tight shutoff. Valve body seats must be hardfaced, and wedges and disks must either be hardfaced or made from an equivalent base material.

The standard seating material for most Edward valves is cobalt-based Stellite 21<sup>®</sup>, which has excellent mechanical properties and an exceptional performance history. As compared to Stellite 6<sup>®</sup>, which was used in many early Edward valves and is still used in many competitive valves, Stellite 21<sup>®</sup> is more ductile and impact resistant. These properties provide superior resistance to cracking of valve seating surfaces in service.

Stellite 21 is used either as a complete part made from a casting (as in Univalve<sup>®</sup> disks and small Equiwedge<sup>®</sup> gate valve wedges) or as a welded hardsurfacing deposit. Depending on valve size and type, hardsurfacing material is applied by a process that assures highest integrity (PTA, MIG, etc.).

While the as-deposited (or as-cast) hardness of Stellite 21 is somewhat lower than that of Stellite 6, Stellite 21 has a work-hardening coefficient that is five times that of Stellite 6. This provides essentially equivalent hardness after machining, grinding, and exposure to initial seating stresses. In addition, low friction coefficients attainable with Stellite 21 provide valuable margins in assuring valve operation with reasonable effort or actuator sizing.

The properties of Stellite 21 also provide an advantage to the user long after a valve

leaves the Edward plant. If a large valve seat is severely damaged in a localized area, as may occur due to closing on foreign objects, the seat may be repaired locally and refinished, in such cases, where a valve cannot be adequately preheated before welding, a Stellite 6 seat may crack during the repair process – requiring either removal of the valve from the line or in situ removal replacement of the complete seat.

Some Edward valves have used solid disks made of hardened ASTM A-565 Grade 616 or 615 stainless steel. This corrosion-resistant alloy has been proven in seating and erosion tests and in service. This material can be furnished in certain valves for nuclear-plant services where reduced cobalt is desirable. Similar iron-base trim materials are used in production of certain standard valves. Extensive research on other cobalt-free valve trim materials has also identified other alloys which provide good performance under many service conditions. Consult Flowserve about any special trim requirements.

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### 3.5 Valve-Stem Packing

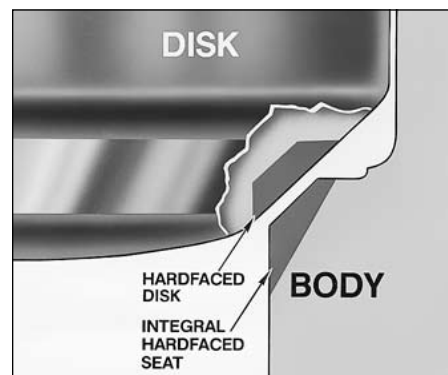
Stem sealing is an extremely important valve performance feature, since seal leakage can represent energy loss, a loss of product and a potential environmental or safety hazard. Consequently, Edward stop and stop-check valves employ stem packings that have been qualified by extensive testing.

The search for improved sealing performance was a primary reason for seeking out new stem-packing materials to replace asbestos-based packings. The demand of many valve users to discontinue use of asbestos due to health risks was an important secondary reason. Since there are no simple laboratory tests that will predict sealing performance based on measurable properties of packing materials, hundreds of tests have been necessary with various packings in valves or valve mockups.

Some packings required frequent adjustments due to wear, extrusion or breakdown, and some could not be made to seal at all after relatively brief testing. All standard Edward stop and stop-check valves now employ flexible graphite packing which provides excellent stem sealing. However, the key to its success involves retaining the graphitic material with special, braided end rings to prevent extrusion. Various end rings are used, depending on the valve pressure class

and expected service-temperature range. All Edward valves assembled since January 1986 have been asbestos-free.

See V-REP 86-2 for more information.





## **Maintenance**

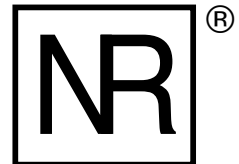
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## STAYING ON-LINE WITH FLOWSERVE

We design and manufacture all our valves for 40 years' life in the field. That means not just building a reliable product, but one that is easy to maintain and service. It also means providing a team of experienced, dedicated professionals to keep your Flowserve valves operating at peak performance.

### Highly Experienced Technicians

Flowserve brings unmatched experience to the field. Our service technicians have an average 20 years in the industry, and 15 years with Flowserve. Each has special skills, such as welding and machining, that we can target for the needs of the individual job.

### Comprehensive Record-Keeping

Our files include original specifications for every Flowserve valve sold since 1908. All valves are coded for easy identification. On new and replacement orders, Flowserve stands ready to provide the complete lot-traceability required for nuclear and other critical services.

### In-Line Service

We are dedicated to on-site service whenever possible. To this end, we not only provide highly experienced, expert personnel — we also support those technicians with field equipment, including portable boring, lapping, welding, and weld-cutting machines. Major parts, such as disks or bonnets, can be air-shipped back to the factory for service and repaired while service personnel perform other tasks.

### Parts Replacement

Our comprehensive record-keeping system also facilitates replacement of parts. Our computer database can quickly tell us if we have the part in stock or on order, or how we can best coordinate raw materials and factory resources for the quickest possible turnaround time.

### New 90-day Warranty

On all valves repaired to Flowserve's standards, we will issue a new 90-day warranty.

### Factory Repair & Upgrading

Our After-Hours Coverage Team (AHCT) specialists are on-call around the clock, seven days a week, to deliver on our commitment to provide immediate response to our customers' requirements. Whether your requirements are for a planned outage, preventive maintenance or an emergency demand, Flowserve will remanufacture or upgrade valves to the original or most current specification. Our in-house engineering and quality assurance support is committed to meet the required turn-around time.

### Planned & Emergency Outages

Our service managers will coordinate scheduled maintenance, and also get technical assistance to your facility quickly for emergency needs.



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