

MAINTENANCE INSTRUCTIONS

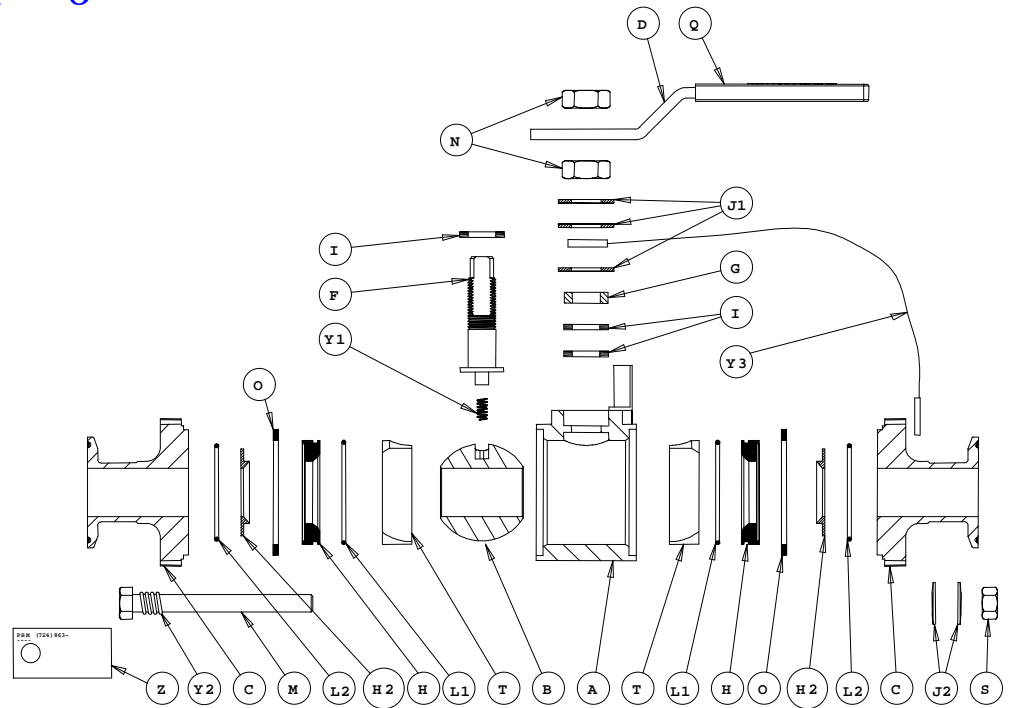


Diverter Port Clean Steam Ball Valves

DC/DD Series 5, 1/2" - 6"

Manually Operated

COMPONENT LIST	
Item	Description
A	Body
B	Ball
C	End Fitting
D	Handle
F	Stem
G	Follower
H	Seat
H ₂	Metal Encapsulated Ring
I	Stem Packing
J ₁	Large Spring Washer
J ₂	Small Spring Washer
L ₁	Large O-ring
L ₂	Small O-ring
M	End Fitting Fastener
N	Jam Nut
O	Gasket
Q	Handle Cover
S	Hex Nut
T	Cavity Filler
Y ₁	Internal Ground Spring
Y ₂	Coil Ground Spring
Y ₃	External Ground Wire
Z	Tag



SK-98004

Follow instructions to ensure optimum performance:

Adjusting for Normal Wear

- PBM Ball Valves are designed with the Adjust-O-Seal® feature. If the valve shows signs of leakage due to normal seat wear, turn the ball to one of its normal flow patterns, then tighten the end fitting fasteners evenly, in the staggered sequence shown in Table 3, until leakage stops and the valve operates smoothly:
 - Initially, there should be a space between end fittings and the body. This space is key to the Adjust-O-Seal feature and allows in-line adjustment of the seats and gaskets.
 - End fitting fasteners should be tightened only until the valve stem breakaway torque is reached (Table 1).
- If valve shows signs of leakage in stem area due to normal stem packing wear, loosen the upper jam nut on the stem, then tighten the lower jam nut as follows:
 - For valves 2" and smaller, tighten the nut to completely compress the spring washers, then loosen nut 3/4 turn.
 - For 2 1/2" and 3" valves, tighten the nut until a gap of about 0.05" (1.3 mm) exists between the adjacent spring washers.
 - For valves 4" and larger, tighten the nut until a gap of about 0.1" (2.5 mm) exists between adjacent spring washers.

Leakage should stop, and the valve should continue to operate smoothly.
- After adjustments have been made to seats, or if packing leakage cannot be stopped, a repair kit will be required.

Installing Replacement Parts

- Isolate and depressurize the associated piping system. Cycle the valve to depressurize and drain any trapped fluid from the body cavity. Remove insulation, if any.
- For valves with removeable end connections:
 - Loosen and remove the connections to the valve then remove the valve from the piping.
 - Loosen and remove the hex nuts and spring washers from the body/end fitting fasteners.
 - Pull the end fittings free from the body.
- For valves with welded end connections, the valve can be disassembled with the body subassembly swung out from the end fittings or it can

be disassembled with the body subassembly completely removed from the end fittings.

- To swing out the body subassembly from the end fittings:
 - Disconnect the piping from the body side port and remove this piping so the body can swing out on the swing out ring.
 - Loosen the hex nuts on the end fitting fasteners.
 - Remove the fasteners, nuts, and lock washers between the body swing out ring and the stem.
 - Spring the connecting piping 1/8" (3.2 mm) to remove the compression on the body from the end fittings.
 - Swing the body out from the end fittings until the body completely clears the end fittings. The body's swing out ring will rotate about its fastener.
 - The sprung piping can now be returned to its original compression, if desired.
 - To remove the entire body subassembly from the piping:
 - Loosen the hex nuts on the end fitting fasteners. Loosen the hex nuts on the end fitting fastener and disconnect the piping from the body side port.
 - Remove the fasteners, nuts, and lock washers between the body swing out ring and the stem. Remove the fastener, including nut and lock washer that passes through body swing out ring, tag, and external ground spring, if any.
 - Spring the connecting piping 1/8" (3.2 mm) to remove the compression on the body from the end fittings.
 - Slide the body subassembly out from between end fittings.
 - The sprung piping can now be returned to its original compression, if desired.
- Remove the seats, O-rings, metal encapsulating rings, and cavity fillers, if any, from the body.
 - Turn the stem to position the flats on the top of the stem perpendicular to the axis of the body. Slide the ball out of the body, taking care not to nick or scratch the ball.
 - Remove the internal ground spring, if any, from under the stem.
 - Loosen and remove the upper jam nut from the stem. Remove the handle, remaining jam nut, spring washers, and follower. For valves with gear operators, remove the gear operator, bracket, and coupling.

8. Push the stem into the body and out an open end of the body. The bottom packing may come off with the stem. If not, reach into the body counterbore and remove.
9. Remove the top packings from the body.
10. Before reassembling the valve, examine the parts and repair or replace damaged or worn parts. Clean metal parts, as necessary, using a solvent compatible with the process fluid and a non-abrasive cloth. PBM recommends using new seats and seals at each assembly.
11. Insert a new packing on the stem such that the packing seats on top of the ledge on the stem. For valves with TFM internals this packing should be white in color.
12. Insert the stem into body bore and through the stem bore in the body.
13. Install the remaining two packings over the stem. Push the packings into the body counterbore. For valves with TFM internals the topmost packing should be charcoal gray in color.
14. Install the follower over the stem until it rests on the top packing.
15. Install a spring washer concave side facing upward. Install the external ground wire terminal on top of this spring washer, if applicable.
16. Install remaining two spring washers, alternating convex with concave curves and with the concave side of top spring washer facing upward. Spring washers should not be "nested" (curving in the same direction).
17. Lubricate the stem threads with an anti-galling lubricant.
18. Thread a jam nut onto the stem. For valves 2" and smaller, tighten to completely compress the spring washers, then back off ¼ turn. For valves 2-1/2" and 3" tighten until the gap between adjacent spring washers is about 0.05" (1.3 mm). For valves 4" and larger, tighten until the gap between adjacent spring washers is about 0.1" (2.5 mm).
19. Install the handle on the stem such that stop pin hits the handle at each of the valve's flow positions. Verify by turning the handle and looking at the ball port locations. Install and tighten the remaining jam nut to secure the handle to the stem. **For valves with gear operators, omit this step.**
20. Position the stem such that the flats on the top of the stem are perpendicular to the axis of the body. Install the internal ground spring, if any, on the bottom of the stem.

21. Insert the ball into the body. Slide the stem tang into the ball slot, being careful not to nick or scratch the ball. The stem tang and the ball slot are indexed. These indexes must be aligned for the stem tang to enter the ball slot.
22. Lubricate the first ¼" inch of the body bore, on both sides with a lubricant compatible with the process fluid.
23. Install cavity fillers, if any, into the body.
24. Install the larger O-rings into the groove on the seats.
25. Install seats with O-rings into the body.
26. Install the smaller O-rings and the metal encapsulating rings on the back of the seats.
27. Lubricate external threads of body bolting with anti-galling lubricant.
28. For valves with removable end connections, install end fittings against body.
29. For valves with end fittings welded into the piping, with the valve open, spring the end fittings outward and slide the body between them. Release spring force from end fittings to allow end fittings to enter body.
30. Install fasteners, tagging, and spring washers. Spring washers should be installed with the concave sides facing one another. If the valve is electrically grounded, install the coil ground spring around the bolt that passes through the swing out ring. This spring should ground the ring to the end fitting.
31. Install and hand-tighten hex nuts. The external ground wire connected to the stem should have its terminal installed underneath one of the nuts and lock washers, if applicable. Then, close the valve.
32. Wrench-tighten the bolting according to the procedure shown in Table 3, keeping an even gap between the body and end fittings, and until the stem torque, as shown in Table 1, is reached. The torque is the measured stem torque as the valve leaves one of its flow positions. Cycle the valve to verify freedom of operation and torque.
33. If the valve has removable end connections, reinstall the valve into the piping.
34. For valves with gear operators, install the gear operator, bracket, and coupling.
35. If practical, check the valve seats and seals for leaks.
36. Insulate the valve, if applicable.

TABLE 1: STEM TORQUE

Valve Size	Size Code	Valve Stem Breakaway Torque for VT and TF seat materials	
		inch-lbs.	N-m
½"	C5	32	3.6
¾"	D5	40	4.5
1"	E5	58	6.5
1½"	G5	156	18
2"	H5	180	20
3"	K5	384	43
4"	L5	792	90
6"	M5	1920	220

Notes for Table 1:

1. Stem torque values shown are nominal values and represent ideal conditions (100 psig or less, ambient temperature, with fluid free of suspended solids and comparable in viscosity to water).
2. For UHMWPE seats, multiply by 1.25.
3. For HT and KY seats, multiply by 1.56.
4. Consult factory for PK torques.
5. **Torque values are measured at the stem, NOT at the fasteners.**

Material Definitions:

TF	TFM®	Virgin TFM-PTFE
RT	RTFE	Glass Reinforced Polytetrafluoroethylene
UT	UHMWPE	Ultra High Molecular Weight Polyethylene
HT	S/STFE	Stainless Steel Reinforced Polytetrafluoroethylene
VT	VTFE	Virgin Polytetrafluoroethylene
KY	Kynar	Polyvinylidene fluoride

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TABLE 3: TIGHTENING PROCEDURE FOR END FITTINGS

1. Hand-tighten fasteners.
2. Wrench-tighten each fastener in the sequence illustrated until spring washers begin to compress.
3. Continue tightening bolts ⅛ turn until recommended torque value (Table 1) is achieved when measuring at valve stem.

TABLE 2: REPAIR KITS & REPLACEMENT PARTS

Valve Size	Repair Kit*	Cavity Filler Kit**	Replacement Parts	
			Large O-Ring	Small O-Ring
½"	CSTFC5--V--1	DPVTC5--W--3	OREP--12--2021	OREP--12--2019
¾"	CSTFD5--V--1	DPVTD5--W--3	OREP--12--2026	OREP--12--2024
1"	CSTFE5--V--1	DPVTE5--W--3	OREP--12--2031	OREP--12--2030
1½"	CSTFG5--V--1	DPVTG5--W--3	OREP--12--2144	OREP--12--2138
2"	CSTFH5--V--1	DPVTH5--W--3	OREP--12--2235	OREP--12--2146
3"	CSTFK5--V--1	DPVTK5--W--3	OREP--12--2247	OREP--12--2240
4"	CSTFL5--V--1	DPVTL5--W--3	OREP--12--2363	OREP--12--2352
6"	CSTFM5--V--1	DPVTM5--W--3	OREP--12--2377	OREP--12--2365

Notes for Table 2:

1. Standard repair kits and replacement parts are TFM:
 - a. For VTFE, replace "TF" with "VT". Example: a 1" kit becomes CSVTE5--V--1.
 - b. For S/STFE, replace "TF" with "HT". Example: a 1" kit becomes CSHTE5--0--1.
 - c. For Kynar, replace "TF" with "KY". Example: a 1" kit becomes CSKYE5--X--1.
 - d. For UHMWPE, replace "TF" with "UT". Example: a 1" kit becomes CSUTE5--3--1.

Note that if you are changing the seat and seal code in positions 3 and 4 of the part number (as shown above), you must also replace the letter designator in position 9 with the appropriate code from the Seat & Seal column in the PBM Part Number Manual (LT-PN98).

2. Repair kits include 2 seats, 2 gaskets, 4 O-rings, and 3 packings. Cavity filler repair kits include 2 VTFE cavity fillers.
3. For DC series cavity filler kits change DP to DI.

****** When ordering a cavity filler kit, fill in the flow pattern using the second set of dashes (for example: DPVTC5--W103). Filling in the flow pattern will accommodate bottom entry cavity fillers. (Refer to the PBM Part Number Manual for correct flow patterns.)



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