



DESIGN FEATURES AND BENEFITS

AVK ECCENTRIC PLUG VALVES are designed with safety built into every detail. UK engineered / high quality / UK stocked

- Rectangular port opening with full bore reduces headloss creating better flow characteristics.
- 2. Seals from both directions up to 16 bar, suitable for flow and shut off in either direction.
- 3. Plug is fully vulcanized and available with AVK's own NBR or EPDM rubber compound which, because of its sturdy design and double bonding vulcanization, features outstanding durability with the plugs rubber's ability to regain its original shape.
- 4. 95% pure nickel seat welded onto cast body corrosion and erosion resistance specifically profiled for low torque and extended life.
- 5. The fully encapsulated plug rotates in self lubricated stainless steel bearings, located in the body and bonnet, along with upper and lower PTFE washers ensure consistently low operating torque.

- 17. Standard ISO mounting flange on all sizes allows for on-site adaptation for gear boxes, powered actuators, or extension devices on to standard valves using the integral ISO flange in the bonnet.
- **16.** Stem seal packing (V-type) easily adjustable during use.
- **14.** Stainless steel bolt, A2-70 as standard on the gland flange increased corrosion protection.

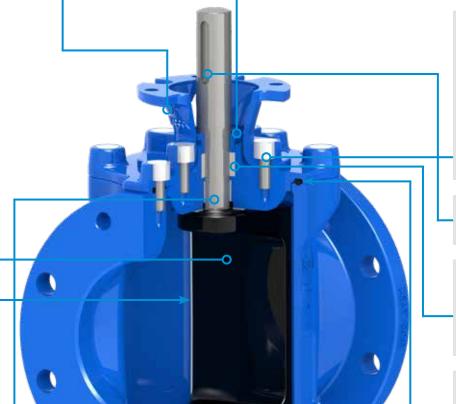
13. The bolts are

countersunk in the bonnet and ISO flange encapsulated by the

bonnet gasket and sealed

with holt melt - Prevents

corrosion allowing for ease of future maintenance.



- **6.** Fusion bonded epoxy internally and externally.
- 7. Flange feet on larger sizes easier to transport and offers greater stability and safety.
- 8. Plugs with integral stems - no corrosion between plug and stem, permanently fixed.

- **12.** Key fitted as standard.
- **11.** Gland packing gives a reliable long term seal that can also be adjusted to optimise the torque/sealing performance.
- **10.** Plug extension stems zinc plated increased corrosion protection.
- 9. An O-section rubber bonnet gasket fits into a recess in the valve bonnet, preventing it from being displaced by pressure surges.