



**Macchine Oleodinamiche
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HYDRAULIC TANK FOR HOME LIFTS

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UT			ASSEMBLY and USE MANUAL	DATE 11/18
				DWG N. 9001/MIU-IN

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UT			INDEX ASSEMBLY AND USE MANUAL	DATE 11/18
				DWG N. IN-HOME-LIFT

WARNING

- IN ORDER TO AVOID MOTOR DAMAGES, WIRE UP AS INDICATED ON THE TERMINAL BOARD COVER.
- WHEN THE MOTOR/PUMP IS FIRST STARTED UP, CHECK THE NOISE LEVEL, IF IT SEEMS TOO HIGH THEN THE PHASES MUST BE INVERTED AT THE CONTROL PANEL.

0552/IN

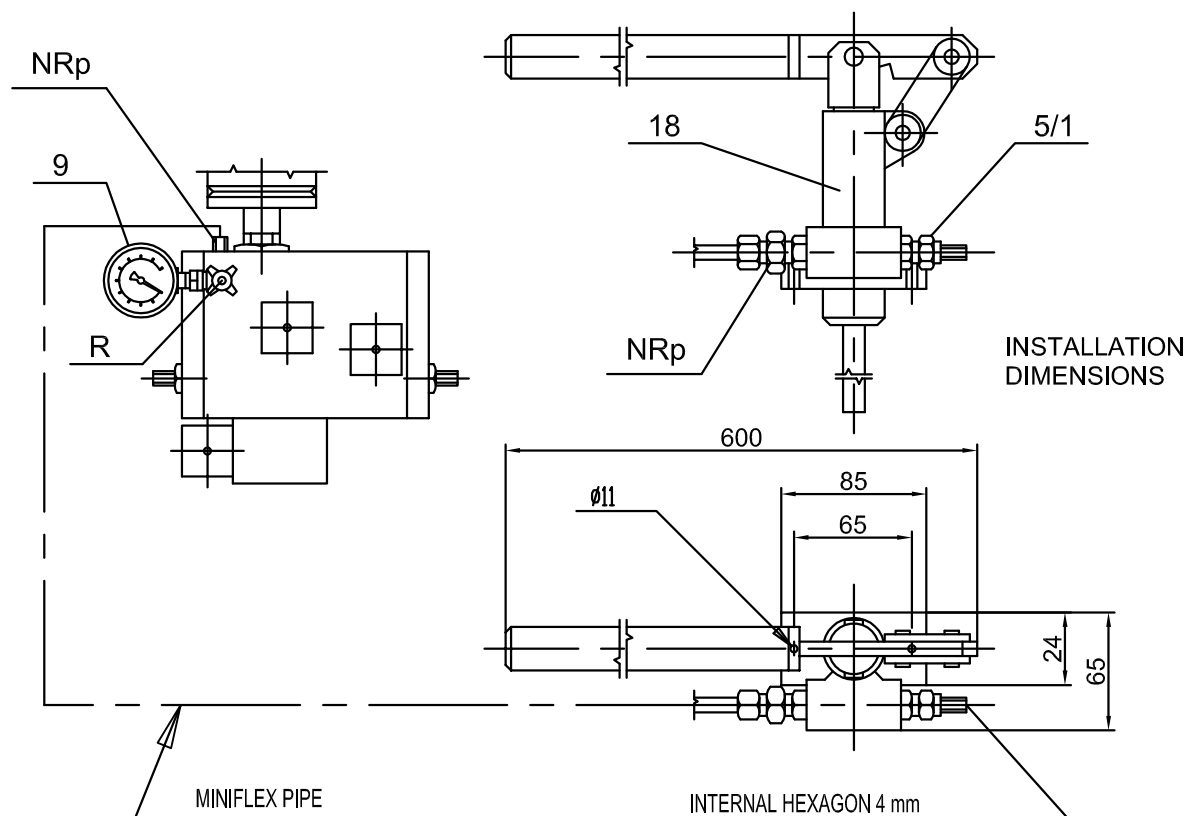
WARNING

- THIS POWER UNIT HAS BEEN FACTORY SET.
- READ THE ENCLOSED INSTRUCTIONS CAREFULLY BEFORE TO ADJUSTING ANY OF THE SCREW.

0553/IN

UT			General instructions for connection motor and solenoid valves power unit	DATE	10/08
				DWG Nr	0985/IN

TECHNICAL DATA: FLOW RATE FOR EVERY CYCLE 12 cm³
MAX. ADMISSIBLE PRESSURE 110 bar

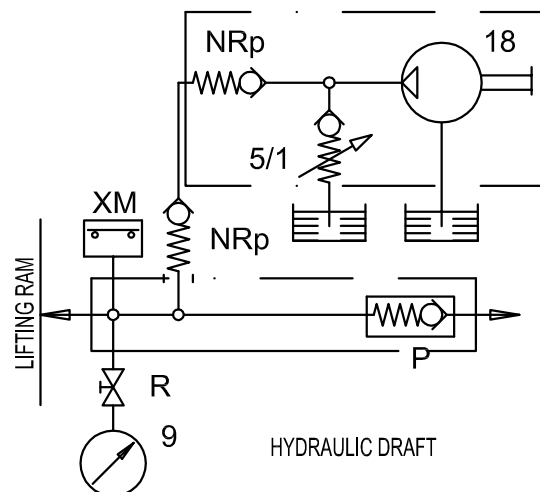


18- HAND PUMP

NRp- NONRETURN VALVE
OF THE HAND PUMP

5/1- OVERPRESSURE VALVE OF THE HAND
PUMP 2, 3 TIMES THE MAX STATIC PRESSURE

- THE HAND PUMP CONNECTION IS REALIZED
BETWEEN THE VALVE " " AND THE PRESSURE
GAUGE " " 9



NOTES FOR THE HAND PUMP REGULATION SET

- BEFORE GIVING TENSION TO THE MOTOR, IT IS NECESSARY TO ACTUATE
THE HAND PUMP, IN THE FOLLOWING WAY:

- LOOSEN THE SCREW N°5/1 (ACTING ON THE HEXAGONAL NUT IN ORDER
TO KEEP CONSTANT THE PROTRUDING LENGTH OF THE NUT SCREW)
FOR ABOUT 2 - 5 TURNS.
- OPERATE THE HAND PUMP IN ORDER TO OBTAIN THE OIL FLOW IN A REGULAR
WAY (NO AIR), FROM THE N°5/1 SCREW OUTLET.
- BRING BACK THE N°5/1 SCREW IN THE ORIGINAL POSITION, VERIFYING THE
PRESSURE VALUE SET BEFORE (2, 3 TIMES THE MAX. STATIC PRESSURE).
- FOR DIFFERENT PRESSURE VALUES, SET THE N°5/1 SCREW
(ROTATING CLOCKWISE THE PRESSURE INCREASES)

UT

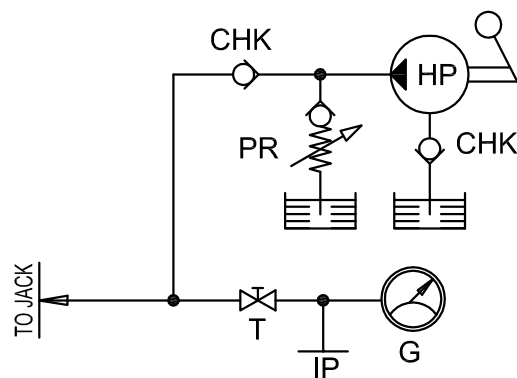
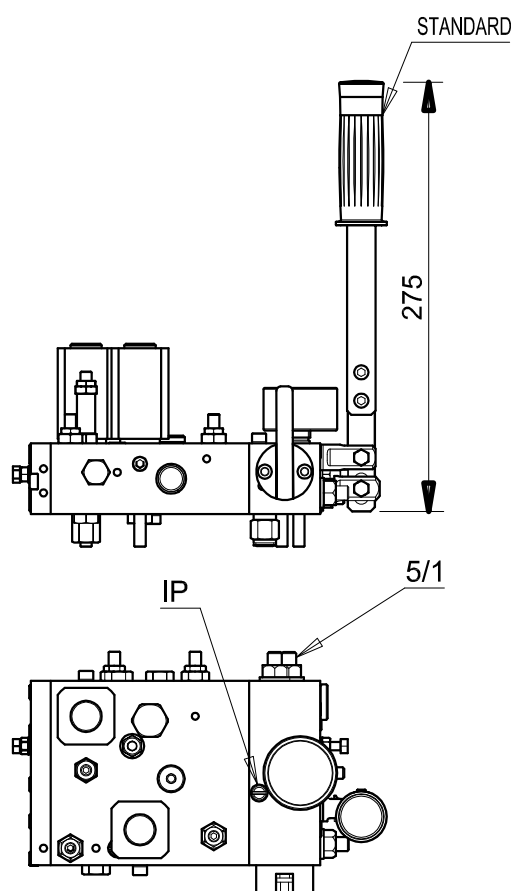
HAND PUMP

DATE

12/07

DWG N.

9405



HYDRAULIC SCHEME

CHK- NON -RETURN VALVE
G- MANOMETER
HP- HAND PUMP
IP- INSPECTION
PR- OVERPRESSURE VALVE
T- TAP EXCLUDER

NOTES FOR HAND PUMP SETTING (ADJUSTMENT)

- BEFORE APPLYING VOLTAGE TO THE MOTOR, ACTIVATE THE HAND PUMP AS FOLLOWS:

- ① - UNSCREW THE SCREW IP FOR ABOUT 3 TURNS.
- ② - OPERATE THE HAND PUMP UNTIL OIL COMES FROM THE SCREW IP.
- ③ - IF NO OIL COMES OUT, UNSCREW THE SCREW IP AND FILL THE HOLE WITH OIL TO THE EDGE AND THEN REPEAT STEP ②
- ④ - TIGHTEN THE SCREW IP UNTIL IT STOPS.

- FOR DIFFERENT PRESSURES ADJUST SCREW N° 5/1.
(TURNING CLOCKWISE THE PRESSURE INCREASES)

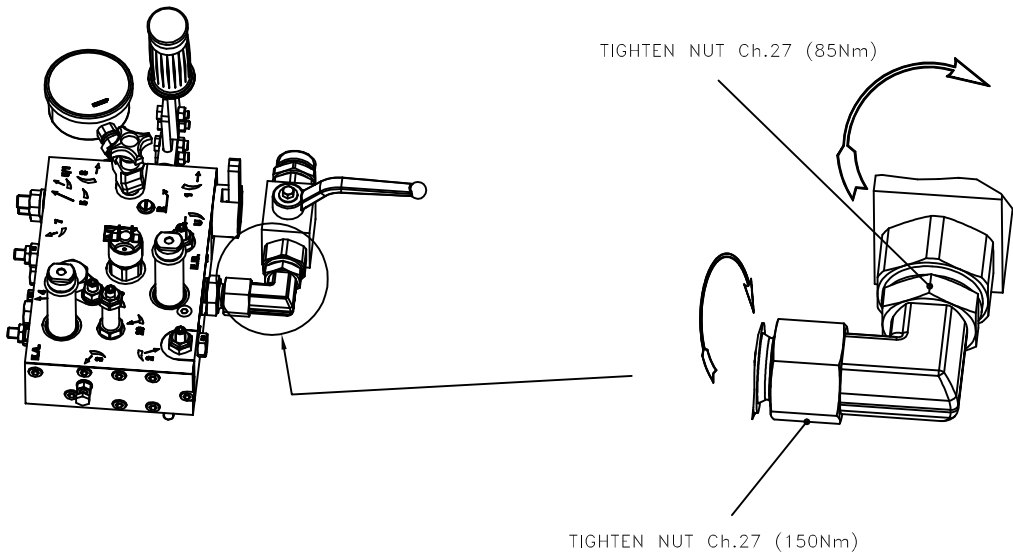
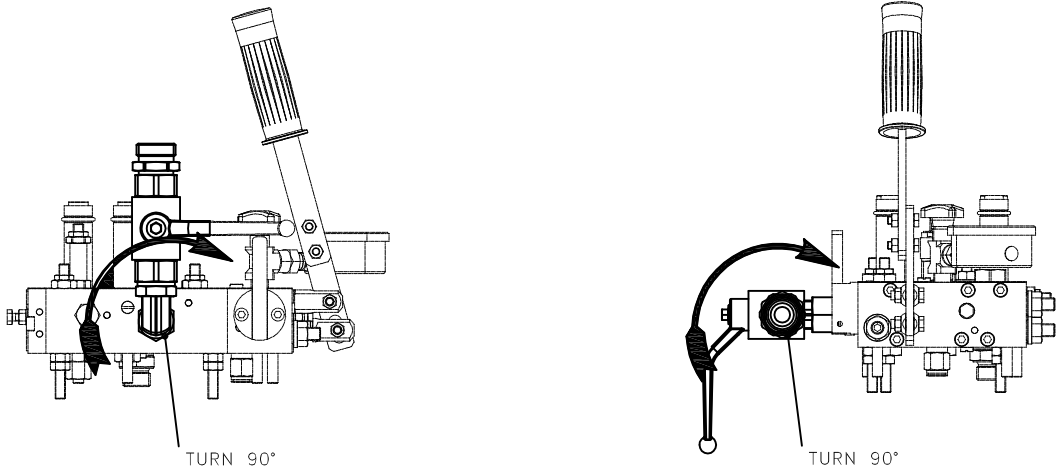
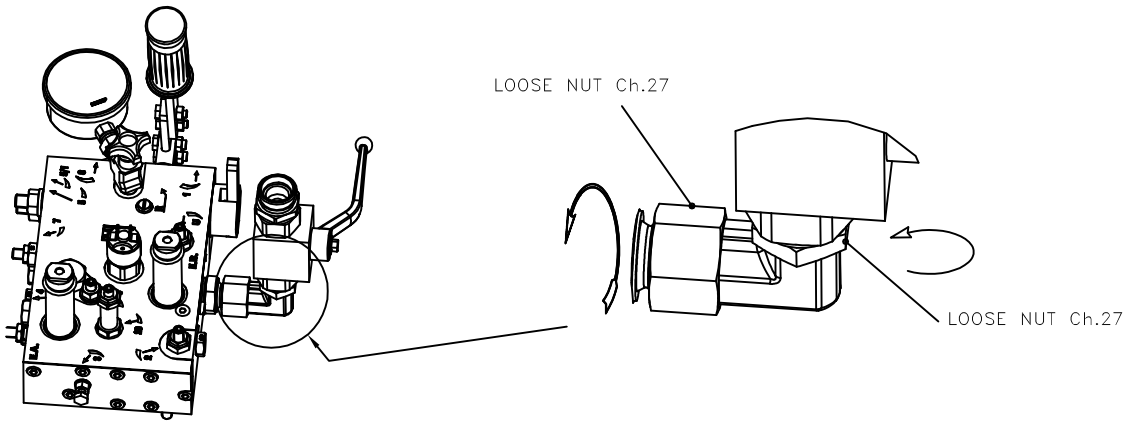
UT		

HAND PUMP FOR VALVE MH2V

DATE 11/18

DWG N.
9405/2V-35

CHANGE OUTPUT PORT FROM VERTICAL TO HORIZONTAL

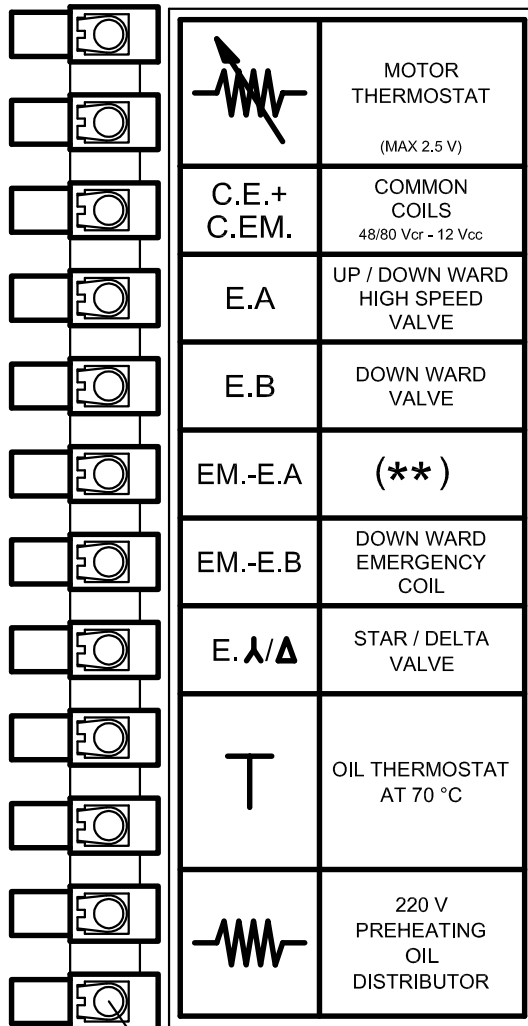


UT	

MH-2V VALVE
OUTPUT DIRECTION CHANGE PROCEDURE
ADJUSTABLE PORT

DATA	11/18
DIS. N°	9344 MH-2V

ELECTRICAL WIRING
for 15-30 l/min 2 speed distributor



Øi 4

E.A
E.B
E. - VALVES (STAR / DELTA ON REQUEST)

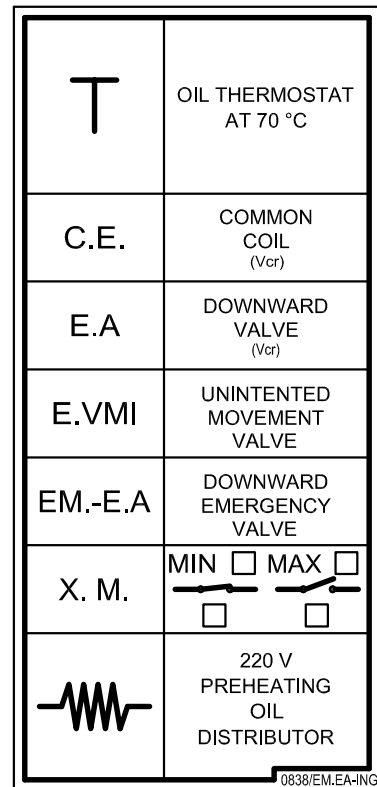
C.E. - COMMON VALVE
C.EM. - COMMON EMERGENCY VALVE
EM. - EMERGENCY

E.A-E.B-E. - NORMAL USE 48 V. RECTIFIED CURRENT-BLACK WIRE
E.A-E.B - AUTOMATIC USE IN EMERGENCY 12 V. DIRECT CURRENT-WHITE WIRE

NOTE:

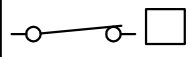
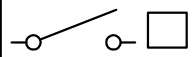
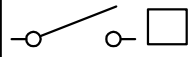
- * - CONNECT COLD MONTHS (220 V. - 50 W.)
(**) - FOR DOWNWARD HIGH SPEED
JUMP WITH: EM.-E.B

ELECTRICAL WIRING
for 8-23 l/min 1 speed distributor



UT			ELECTRICAL WIRING IN THE POWER UNIT	DATE 11/18
				DWG Nr 9310/1-ML

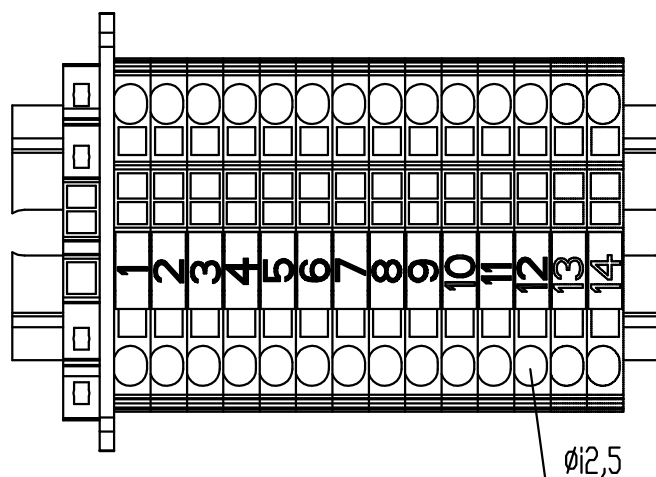
ELECTRICAL WIRING
for 8-30 l/min 2 speed

1		MOTOR THERMOSTAT (MAX - 2.5 V)
2		
3	C.E.+ C.E.M.	COMMON COILS 48/80 Vcr - 12 Vcc
4	E.A	UP/DOWN WARD HIGH SPEED VALVE
5	E.B	DOWN WARD VALVE
6	EM.-E.B	DOWN WARD EMERGENCY COIL
7	X.M.	
8	max.	
9	T	OIL THERMOSTAT AT 70°C
10		
11		220 V PREHEATING OIL DISTRIBUTOR
12		
13	X.M.	
14	min.	

**

*

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E.A
E.B - SOLENOID VALVES

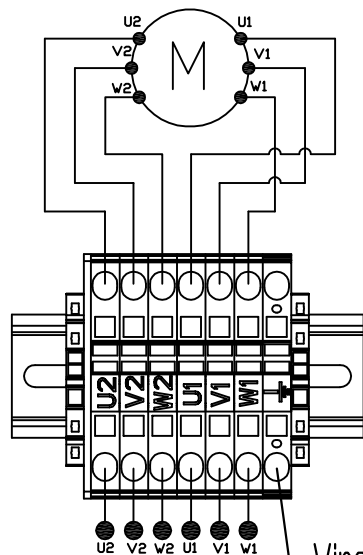
C.E. - COMMON VALVE
C.E.M. - COMMON EMERGENCY VALVE
EM. - EMERGENCY

E.A-E.B-E. - NORMAL USE 48V.c.r. BLACK WIRE
E.A.-E.B - AUTOMATIC USE IN EMERGENCY 12 V.c.c WHITE WIRE

* N.B.: CONNECT COLD MONTHS (220V. - 50W.)

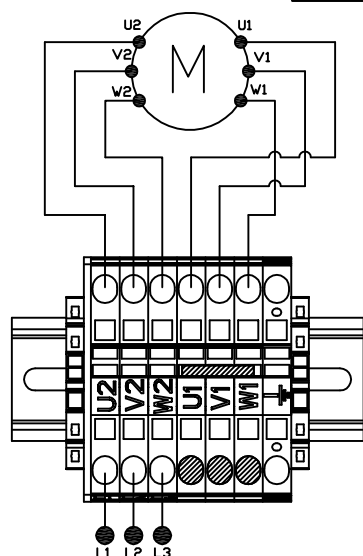
** OPZIONAL

UT		ELECTRICAL WIRING IN THE POWER UNIT (ONLY VALVE MH2V)	DATE 08/16
			DWG N. 9312/1



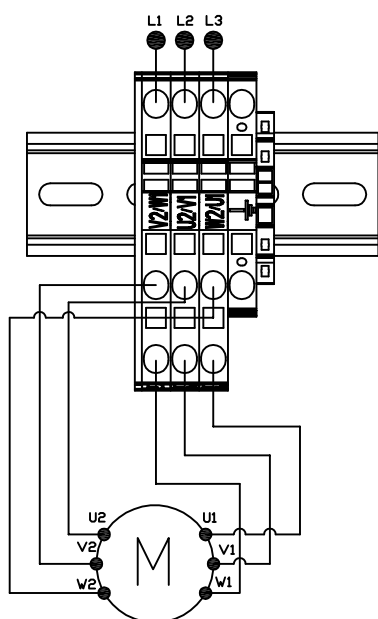
STARTING

Y/Δ



DIRECT STARTING
or with SOFT-STARTER

Y 230-400 VAC
Δ 240-415 VAC



DIRECT STARTING
or with SOFT-STARTER

Δ 400-690 VAC
415-720 VAC

UT

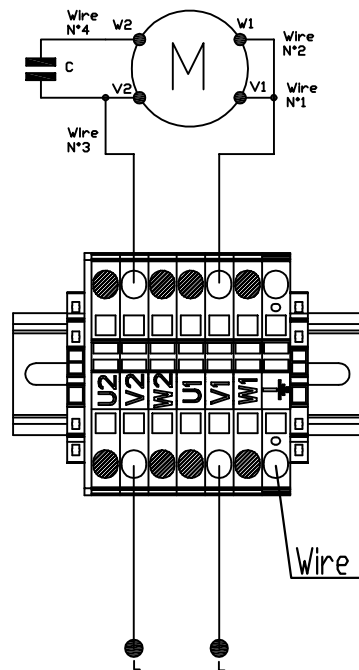
ELECTRICAL WIRING
FOR POWER UNIT MARK2
(main power 3-phase motor 8-16 CV)

DATE

07/18

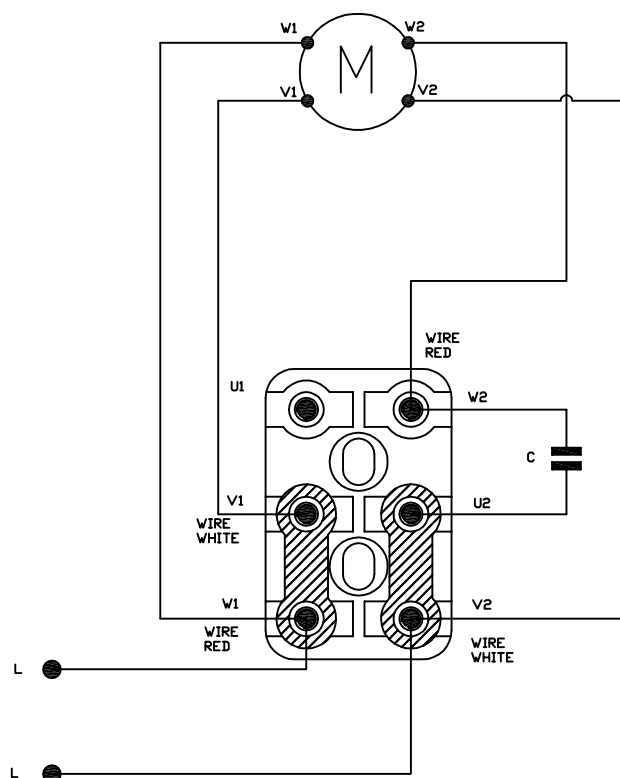
DWG N.

9312/4



WIRING
modular
terminal board

Wire cross-section Max = 6mm²



WIRING
box-terminal
board

UT		ELECTRICAL WIRING FOR POWER UNIT MARK2 (main power single phase motor)	DATE 07/18
			DWG N. 9312/5

DETAIL 1

0730
0731
0731
0730
5109

0575/6
5092
0953
0575/6-AR

5444/7-PR18M

5110/30

DETAIL 1

PART. 1 ON DWG
0799/HL420-2V

0062/HL420-2V
RAC. 1/4" CAM
PIPE Ø110

5428/2V
5322/5

0531/1
(DI/MM-150D3CSB027)

0794
0447/150-HL

NOTE:

◊ - WITHOUT CABINET
△ - WITH CABINET

NOTE:

-  - WITHOUT CABINET
 - WITH CABINET

DETAIL 1

PART. 1 ON DWG
0799/HL420-2V

0062/HL420-2V
RAC. 1/4" CAM
PIPE Øi 10

(DI/MM-150D3CSB027)

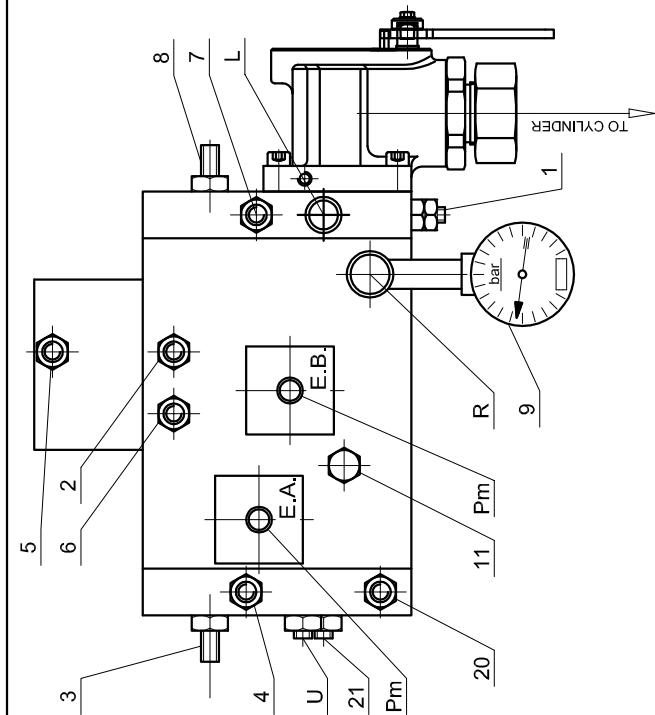
OLEODYNAMIC DISTRIBUTOR "HL-2V"
(15 / 30 L/MIN.)

DATE	08/11
DWG Nr.	9505/2V

UT	

ADJUSTMENT AND OPERATION SCHEME
OF DISTRIBUTOR FOR INDIRECT ACTING
AND DIRECT ON-LINE STARTING INSTALLATION
(DISTRIBUTOR 15/250 L/MIN)

DATE	10/15
DWG No	9232

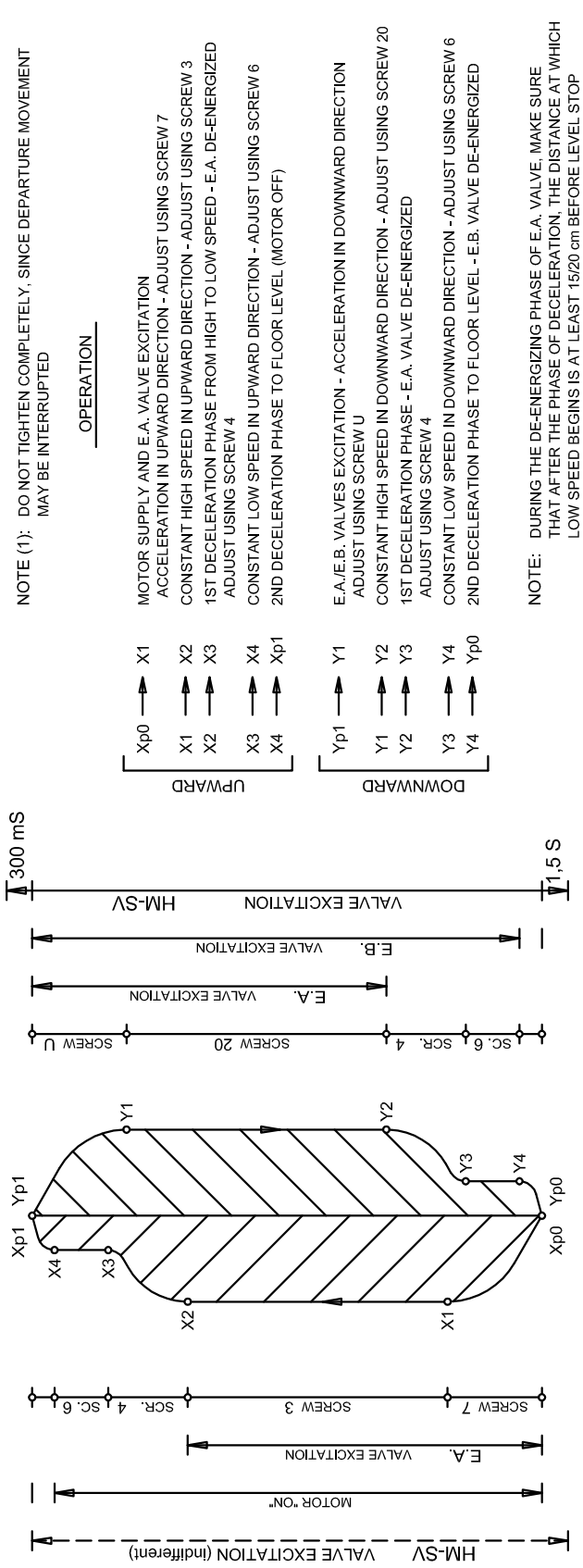


ADJUSTMENT

- | | | |
|--------|----|---|
| SCREW- | 1 | ADJUSTMENT FOR ROD COUNTERPRESSURE - TIGHTEN SCREW TO INCREASE COUNTERPRESSURE |
| SCREW- | 2 | ADJUSTMENT AND TEST OF SAFETY VALVE FOR ROD FAILURE (SEE DWG N°9345) |
| SCREW- | 3 | ADJUSTMENT FOR HIGH SPEED BALANCING IN UP/DOWN DIRECTION - TIGHTEN SCREW TO REDUCE SPEED |
| SCREW- | 4 | ADJUSTMENT FOR 1ST DECELERATION PHASE - SCREW DOWN FOR A SOFT DECELERATION |
| SCREW- | 5 | ADJUSTMENT FOR MAX. PRESSURE - TIGHTEN SCREW TO INCREASE PRESSURE |
| SCREW- | 6 | ADJUSTMENT FOR LOW SPEED IN UPWARD AND DOWNWARD DIRECTION - TIGHTEN SCREW TO REDUCE SPEED |
| SCREW- | 7 | ADJUSTMENT FOR DEPARTURE IN UPWARD DIRECTION - TIGHTEN SCREW FOR SOFT DEPARTURE (1) |
| SCREW- | 8 | ADJUSTMENT FOR VALVE "D" COUNTERPRESSURE - TIGHTEN SCREW TO INCREASE COUNTERPRESSURE |
| | 9 | PRESSURE GAUGE |
| SCREW- | 11 | CONTROL OF PRESSURE SEAL BY NONRETURN VALVE WITH STANDSTILL SYSTEM |
| SCREW- | 20 | ADJUSTMENT FOR DOWNWARD DIRECTION SPEED - TIGHTEN SCREW TO INCREASE SPEED |
| E.A. | | VALVE FOR HIGH SPEED IN UP/DOWNWARD DIRECTION |
| E.B. | | DOWNWARD DIRECTION VALVE |
| L | | PUSH BUTTON FOR MANUAL EMERGENCY IN DOWNWARD DIRECTION |
| Pm | | MANUAL PUSH BUTTON FOR STARTING EMERGENCY VALVE |
| R | | TAP TO CUT OFF PRESSURE GAUGE |
| U | | DOWNWARD DEPARTURE DEVICE - TIGHTEN SCREW TO REDUCE SPEED (1) |

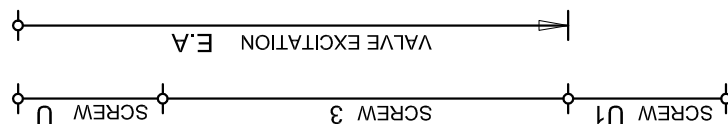
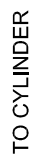
NOTE (1): DO NOT TIGHTEN COMPLETELY, SINCE DEPARTURE MOVEMENT MAY BE INTERRUPTED

OPERATION



- | | |
|---|--|
| MOTOR SUPPLY AND E.A. VALVE EXCITATION | ACCELERATION IN UPWARD DIRECTION - ADJUST USING SCREW 7 |
| CONSTANT HIGH SPEED IN UPWARD DIRECTION - ADJUST USING SCREW 3 | 1ST DECELERATION PHASE FROM HIGH TO LOW SPEED - E.A. DE-ENERGIZED ADJUST USING SCREW 4 |
| CONSTANT LOW SPEED IN UPWARD DIRECTION - ADJUST USING SCREW 6 | 2ND DECELERATION PHASE TO FLOOR LEVEL (MOTOR OFF) |
| E.A./E.B. VALVES EXCITATION - ACCELERATION IN DOWNWARD DIRECTION | ADJUST USING SCREW U |
| CONSTANT HIGH SPEED IN DOWNWARD DIRECTION - ADJUST USING SCREW 20 | 1ST DECELERATION PHASE - E.A. VALVE DE-ENERGIZED ADJUST USING SCREW 4 |
| CONSTANT LOW SPEED IN DOWNWARD DIRECTION - ADJUST USING SCREW 6 | 2ND DECELERATION PHASE TO FLOOR LEVEL - E.B. VALVE DE-ENERGIZED |

NOTE: DURING THE DE-ENERGIZING PHASE OF E.A. VALVE, MAKE SURE THAT AFTER THE PHASE OF DECELERATION, THE DISTANCE AT WHICH LOW SPEED BEGINS IS AT LEAST 15/20 cm BEFORE LEVEL STOP



UPWARD

NOTE (1): DO NOT TIGHTEN COMPLETELY, SINCE DEPARTURE MOVEMENT MAY BE INTERRUPTED

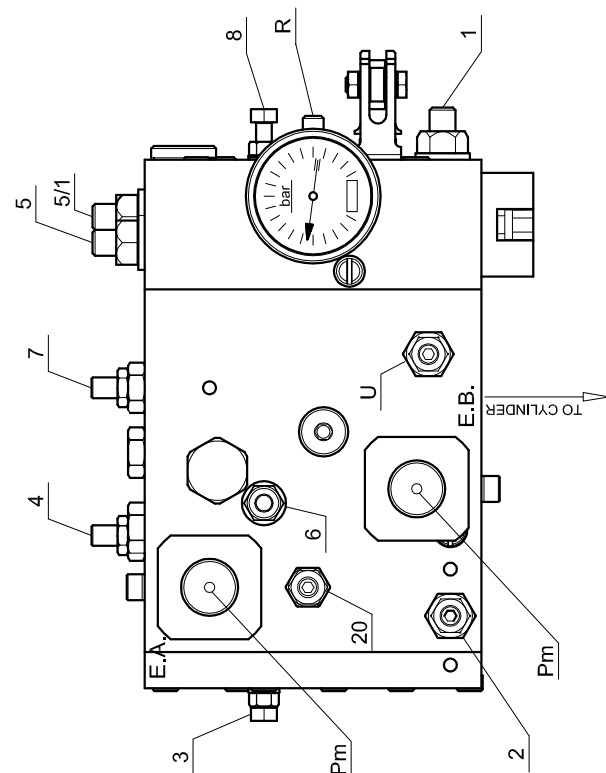
DATE	08/16
DWG Nr.	9233

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UT	

**ADJUSTMENT AND OPERATION SCHEME
OF DISTRIBUTOR FOR INDIRECT ACTING
AND DIRECT ON-LINE STARTING INSTALLATION
(DISTRIBUTOR MH2V FROM 8/30 L/MIN)**

DATE	11/18
DWG N°	9232 2V-35



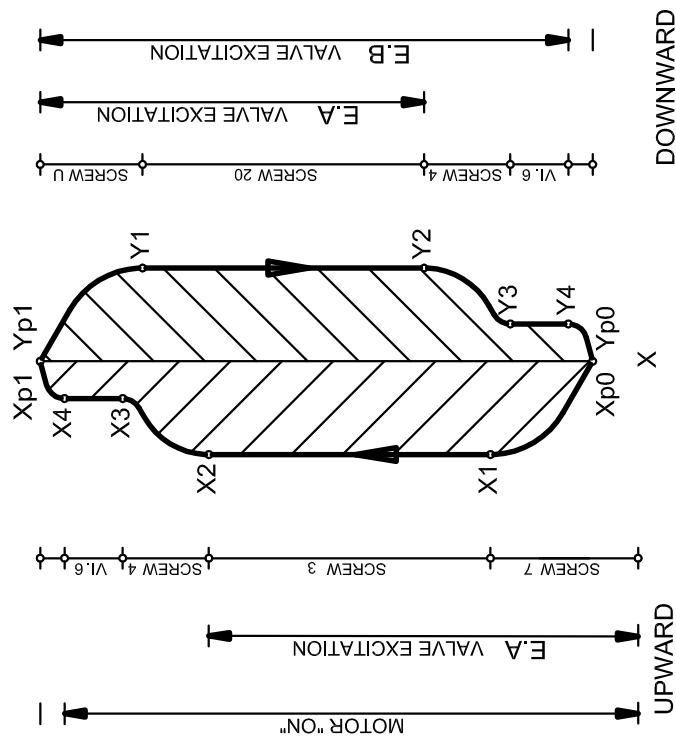
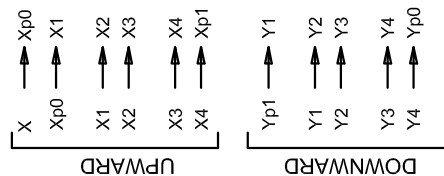
ADJUSTMENT

- | | |
|-------------|---|
| SCREW - 1 | ADJUSTMENT FOR ROD COUNTERPRESSURE - TIGHTEN SCREW TO INCREASE COUNTERPRESSURE |
| SCREW - 2 | ADJUSTMENT AND TEST OF SAFETY VALVE FOR ROD FAILURE (SEE DWG N°9345 2V-35) |
| SCREW - 3 | ADJUSTMENT FOR HIGH SPEED BALANCING IN UP/DOWN DIRECTION - TIGHTEN SCREW TO REDUCE SPEED |
| SCREW - 4 | ADJUSTMENT FOR 1ST DECELERATION PHASE - SCREW DOWN FOR A SOFT DECELERATION |
| SCREW - 5 | ADJUSTMENT FOR MAX. PRESSURE - TIGHTEN SCREW TO INCREASE PRESSURE |
| SCREW - 5/1 | REG. MAX PRESSURE HAND PUMP - UNSCREWING INCREASES PRESSURE |
| SCREW - 6 | ADJUSTMENT FOR LOW SPEED IN UPWARD AND DOWNWARD DIRECTION - TIGHTEN SCREW TO REDUCE SPEED |
| SCREW - 7 | ADJUSTMENT FOR DEPARTURE IN UPWARD DIRECTION - TIGHTEN SCREW FOR SOFT DEPARTURE (1) |
| SCREW - 8 | ADJUSTMENT FOR VALVE "D" COUNTERPRESSURE - TIGHTEN SCREW TO INCREASE COUNTERPRESSURE |
| SCREW - 20 | ADJUSTMENT FOR DOWNWARD DIRECTION SPEED - TIGHTEN SCREW TO INCREASE SPEED |
| E.A | VALVE FOR HIGH SPEED IN UP/DOWNWARD DIRECTION |
| E.B | DOWNWARD DIRECTION VALVE |
| L | PUSH BUTTON FOR MANUAL EMERGENCY IN DOWNWARD DIRECTION |
| Pm | MANUAL PUSH BUTTON FOR STARTING EMERGENCY VALVE |
| R | TAP TO CUT OFF PRESSURE GAUGE |
| U | DOWNWARD DEPARTURE DEVICE - TIGHTEN SCREW TO REDUCE SPEED (1) |

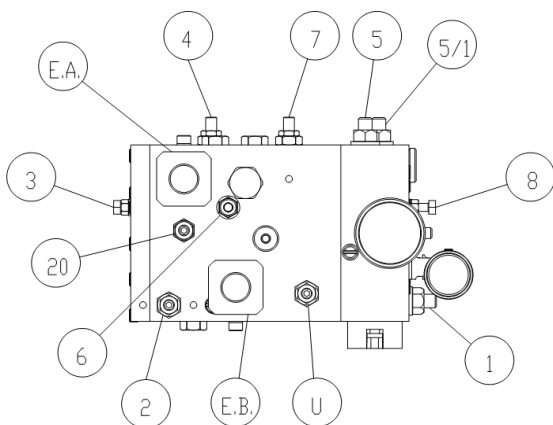
NOTE (1): DO NOT TIGHTEN COMPLETELY, SINCE DEPARTURE MOVEMENT MAY BE INTERRUPTED

OPERATION

INSERTING ELECTRIC MOTOR, REG. DELAY HYDRAULIC THROUGH SCREW 7/a
 MOTOR SUPPLY AND E.A. VALVE EXCITATION
 ACCELERATION IN UPWARD DIRECTION - ADJUST USING SCREW 7
 CONSTANT HIGH SPEED IN UPWARD DIRECTION - ADJUST USING SCREW 3
 1ST DECELERATION PHASE FROM HIGH TO LOW SPEED - E.A. DE-ENERGIZED ADJUST USING SCREW 4
 CONSTANT LOW SPEED IN UPWARD DIRECTION - ADJUST USING SCREW 6
 2ND DECELERATION PHASE TO FLOOR LEVEL (MOTOR OFF)



NOTE: DURING THE DE-ENERGIZING PHASE OF E.A. VALVE, MAKE SURE THAT AFTER THE PHASE OF DECELERATION, THE DISTANCE AT WHICH LOW SPEED BEGINS IS AT LEAST 15/20 cm BEFORE LEVEL STOP

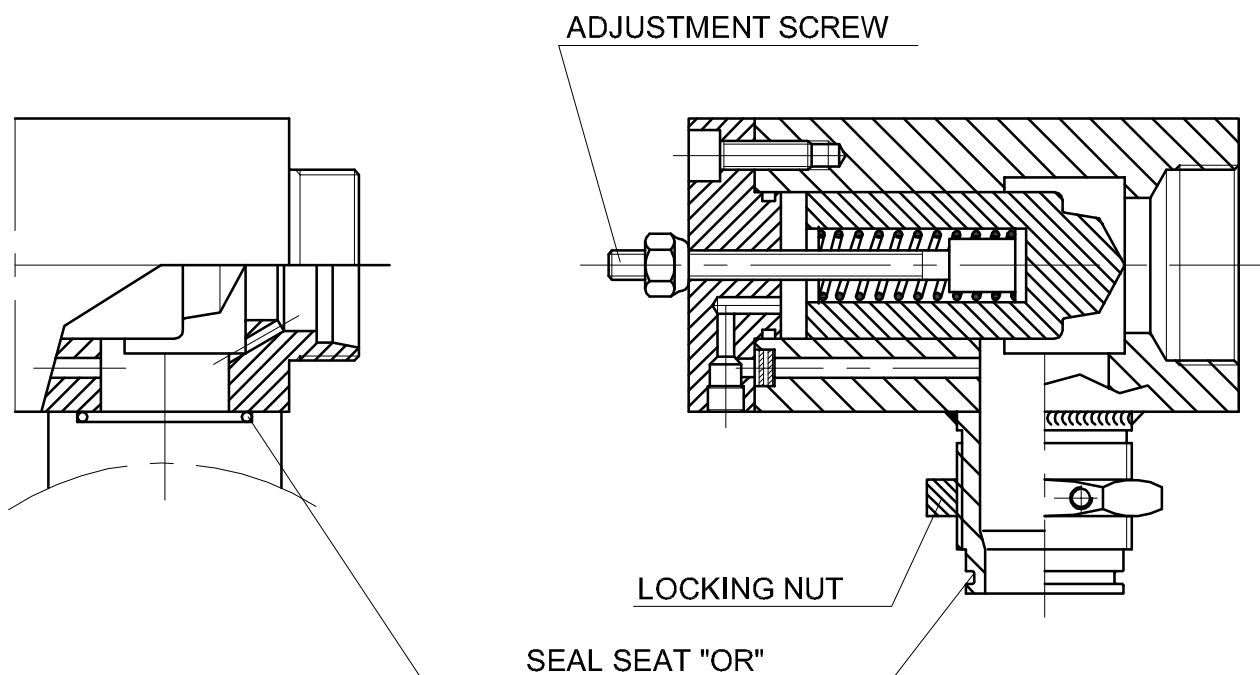


Performance		Screw	Setting	Setting Effect
Rise	By pass pressure	8	↻	Increase
	Acceleration	7 *	↻	Soft
	Max speed	3	↻	Decrease speed
	Deceleration	4 *	↻	Soft
	Low speed	6	↻	Decrease speed
Descent	Acceleration	U *	↻	Soft
	Max speed	20	↻	Increase speed
	Deceleration	4	↻	Soft
	Low speed	6	↻	Decrease speed
Overpressure		5	↻	Increase
Overpressure hand pump		5/1	↻	Increase
Minimum pressure		1	↻	Increase

* Setting very sensitive MAX 1/6 round at time

For rupture valve test on the jack, rotate ↻ screw n° 2

UT			CONTROL VALVE MH2V	DATE	11/18
				DWG N.	2V-35



TYPE: *3/4" - *1"1/4 - 1"1/2

TYPE: 2"

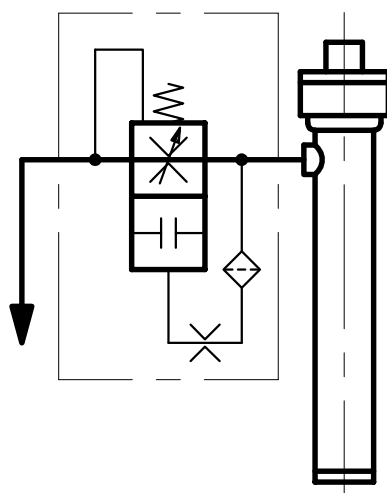
*** FOR HL POWER UNIT
OPERATING TEST:**

- A** - PREPARE THE CAR FULLY CHARGED (SEE POINT 4) AND SEND IT TO THE HIGHEST LEVEL.
- B** - LOCK ON THE DISTRIBUTOR GROUP SCREW N. 2 AND UNSCREW SCREW N. 8.
(FOR VALVE 3/4" ONLY: SCREW N. 3 AND N. 8 IN SAFETY UNSCREW)
(FOR VALVE MH2V: TIGHTEN ONLY THE SCREW N°2)
- C** - SET A DOWNWARD RUNNING SO THAT THE CAR WILL GO DOWN FASTER THAN THE NOMINAL SPEED.
- D** - THE VALVE MUST BE ABLE TO STOP THE DESCENDING CAB AND TO KEEP IT STILL AT THE LATEST WHEN THE SPEED REACHES A VALUE EQUAL TO THE NOMINAL DOWN STROKE SPEED "Vd" INCREASED OF 0.3 m/s.
- E** - WHEN THE CHECK HAS BEEN TERMINATED WITH THE CAR IN STOP POSITION, RESET THE ADJUSTMENT SCREW N.2 (UNSCREW OF 3.5 TURNS) AND N. 8 (FOR VALVE 3/4" ONLY: SCREW N. 3 AND N. 8) TO THE ORIGINAL CONDITION.
(FOR VALVE MH2V: EMPTY COMPLETELY SCREW N°2)

NOTE:

- 1) IF DURING THE CHECK THE VALVE DOES NOT OPERATE TAKE OFF THE CAP AND THE ADJUST THE VALVE BY TURNING 1/4 OF A ROUND AT A TIME, REPEAT THE CHECK UNTIL IT FUNCTIONS.
- 2) THE VALVE CAN BE ORIENTATED IN ANY DIRECTION.
- 3) THE VALVE IS ALREADY CALIBRATED.
- 4) FOR SYSTEMS WITH TWO OR MORE PISTONS, EACH FITTED WITH A STOP VALVE, THE FIRST TEST MUST BE CARRIED OUT WITH A MIN. LOAD, BEFORE INCREASING THE WEIGHT UNTIL REACHING THE MAX.
LOAD IN TWO POINTS AT LEAST (HALFWAY AND MAX.) TO CHECK THE OPERATION.

UT	FUNCTIONAL CHECKING OF THE ADJUSTABLE STOP VALVE CE	DATE 08/16 DWG N. 9345-2V-35
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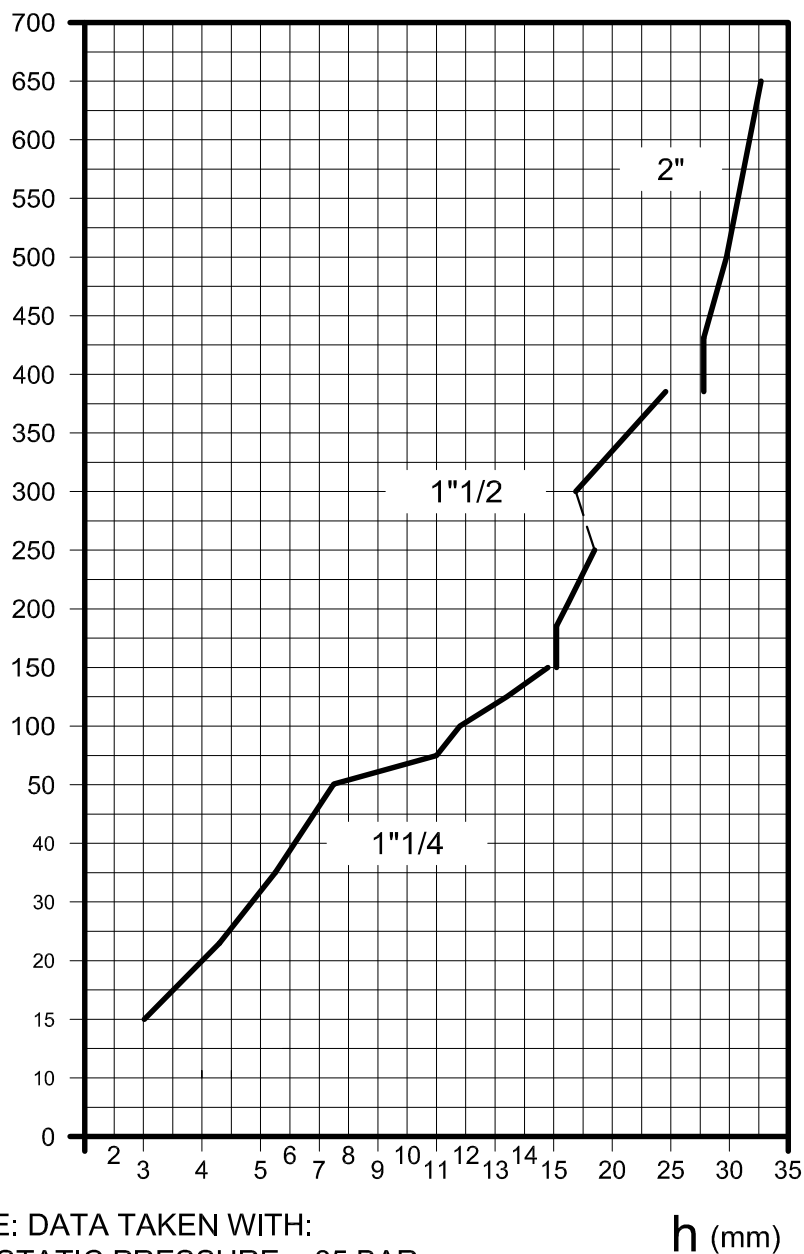


- RAM SPEED AFTER
VALVE INTERVENTION

$V_d = 0$ (m/s)

VALUE BROUGHT FORWARD
ON THE TESTING CERTIFICATE
OF THE GEARCASE

Q_n (l/1') NOMINAL FLOW RATE DOWNWARD



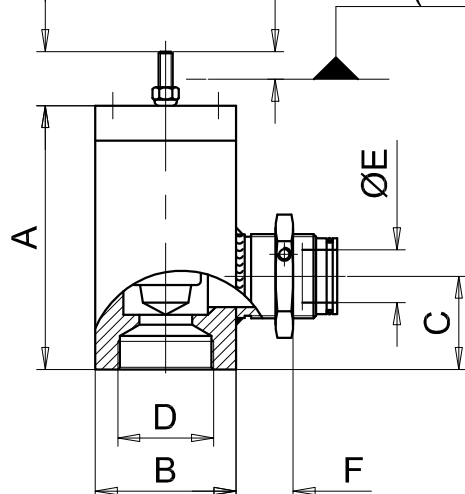
NOTE: DATA TAKEN WITH:

- STATIC PRESSURE = 35 BAR

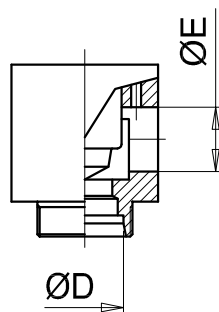
- OIL TEMPERATURE = 35°C

h (mm)

$h = 0$ (TOTALLY CLOSED VALVE)



TYPE: 2"



TYPE: 1"1/4 - 1"1/2

		1" 1/4	1" 1/2	2"
Q_n	MIN	15	151	381
	MAX	150	380	650
A		132	153	186
B		Ø 70	Ø 70	Ø 75
C		56	56	63
D		28 35	42	2"/F
E		25	30	40
F		/	/	24

UT

DIMENSIONING AND REGULATION OF
THE ADJUSTABLE STOP VALVE 1"1/4; 1"1/2; 2"



DATE

07/18

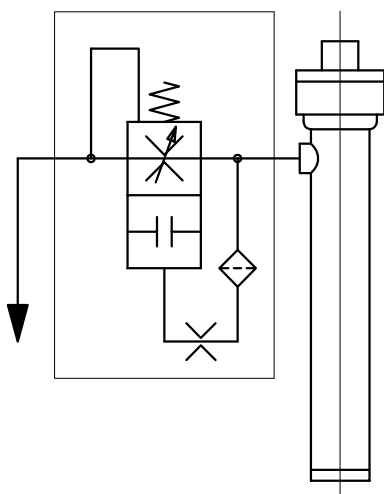
DWG N.

9346

N.B: Q=operating flow
Qn=nominal flow

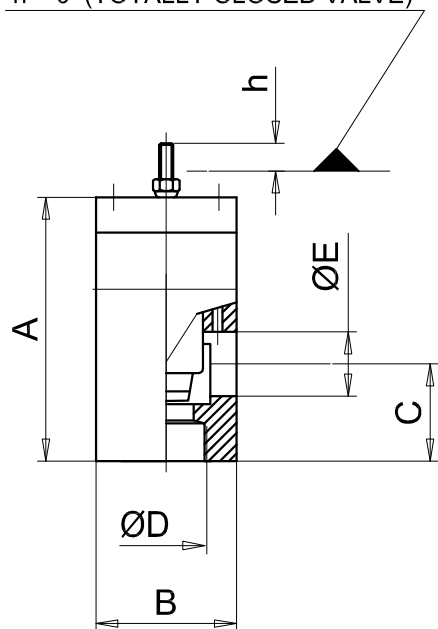
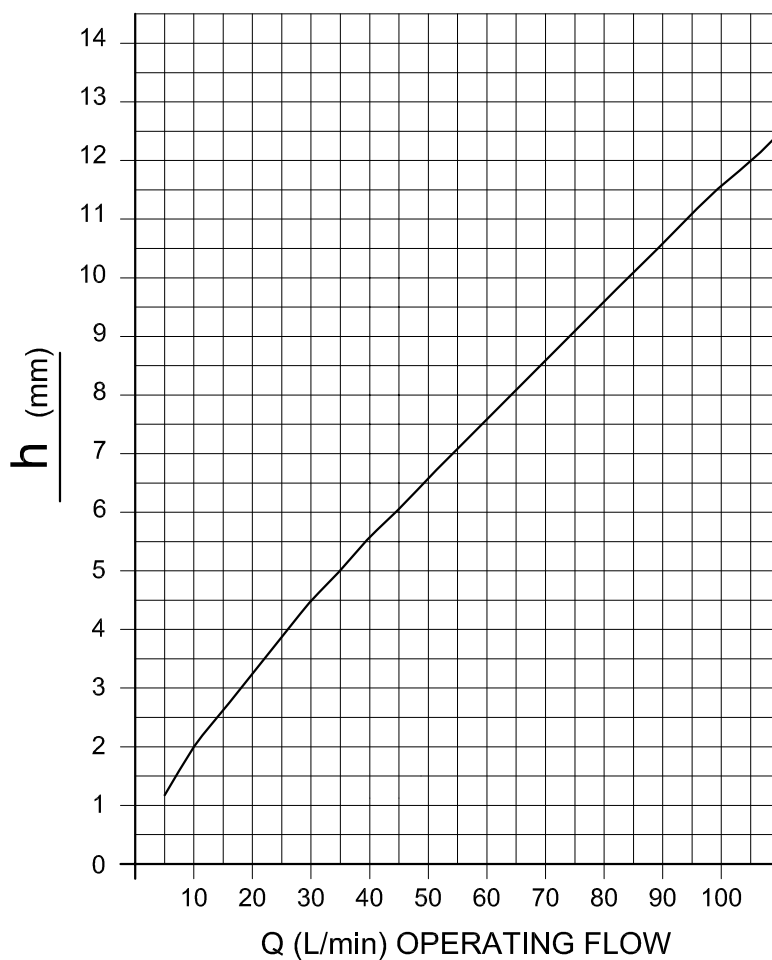
MANUAL ADJUSTMENT GRAPH:

- 1) CLOSE THE SCREW COMPLETELY (h=0)
- 2) ACCORDING TO Q (L/min), UNSCREW OF h (mm)



- RAM SPEED
AFTER VALVE
INTERVENTION:
Vd = 0 (m/s)

START VALUE FOR
MANUAL REGULATION
h = 0 (TOTALLY CLOSED VALVE)



Qn	MIN	8 L/min
	MAX	75 L/min
P	MIN	12 Bar
	MAX	80 Bar
T	MIN	10°C
	MAX	60°C
A	100	
B	Ø50	
C	40	
D	3/4"	
E	18	

Table adjustment h in function of the nominal pump flow

Nominal pump flow Qn [L/min]	h [mm]
8	2,6
12	3,5
18	4,5
23	5,0
30	5,5
35	6,2
45	7,6
55	8,9
75	11,3

NOTE:

DATA TAKEN WITH:

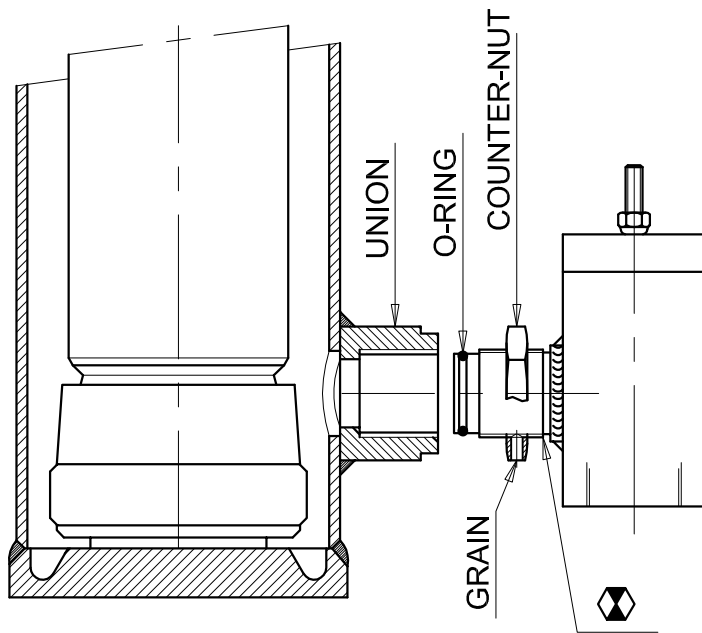
- STATIC PRESSURE = 30 BAR
- OIL TEMPERATURE = 30°C

UT	

PROCEDURE FOR ADJUSTMENT OF
LOCK VALVE 3/4" HP (0825/P-VP22-HP)

DATE	03/17
DWG N°	9346/2

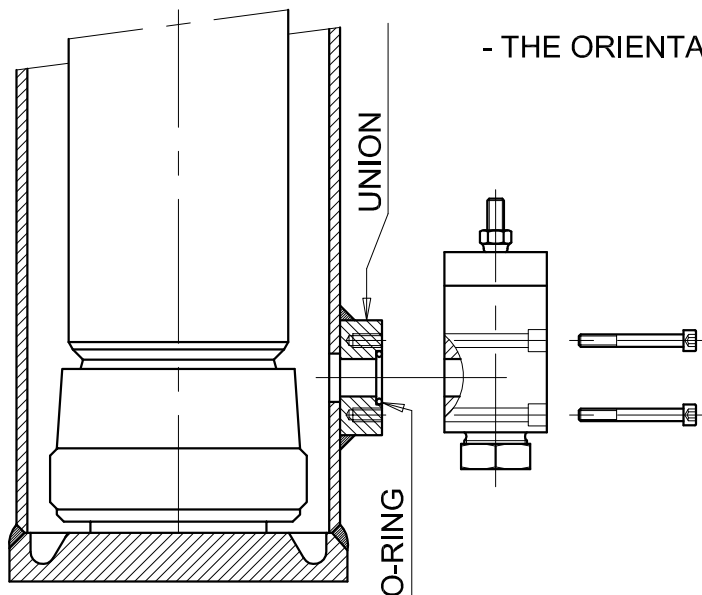
TYPE: 2"



- THE VALVE HAS TO BE DIRECTLY SCREWED ON PISTON UNTIL IT STOPS (MECHANICAL LEDGE).
- WITH COUNTER NUT IN LEDGE ON THE UNION, I HAVEN'T SEE THE THREAD. 
- POSSIBLE ORIENTATION ON 360° UNSCREWING IT BY ONE TURN (MAX POSSIBLE FOR O-RING SEAL)
- SCREW THE COUNTER-NUT UP TO MECHANICAL LEDGE (SIDE OF THE UNION SOLDERED TO THE CYLINDER)
- SCREW THE GRAIN ON THE COUNTER-NUT, TO THE BODY VALVE

* FOR HL POWER UNIT TYPE: *1"1/4 - 1"1/2

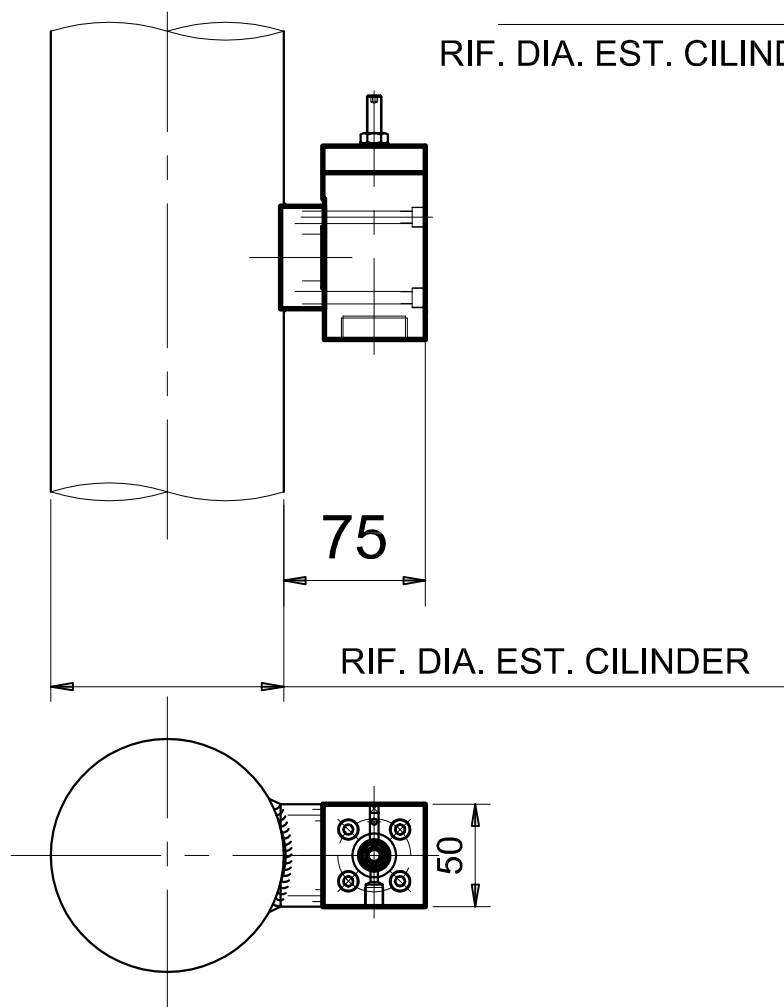
- THE VALVE HAS TO BE DIRECTLY MOUNTED ON THE PISTON USING:
 - TYPE 1"1/4 - 1"1/2: N° 4 SCREWS M8 (OVERAGE TIGHTENING TORQUE = 23.0 Nm)
- THE ORIENTATION IS POSSIBLE FOR ALL 90°



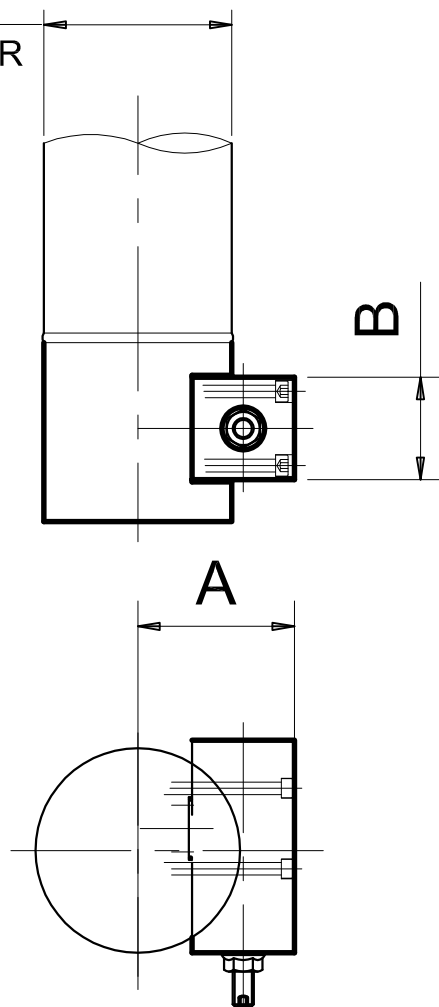
NOTE: REMEMBER TO VERIFY THAT THE SEAL O-RING GASKET IT IS ALWAYS INSERTED

UT	PROCEDURE FOR MOUNTING THE ADJUSTABLE LOCKING VALVE	DATE 11/18
		DWG N. 9348

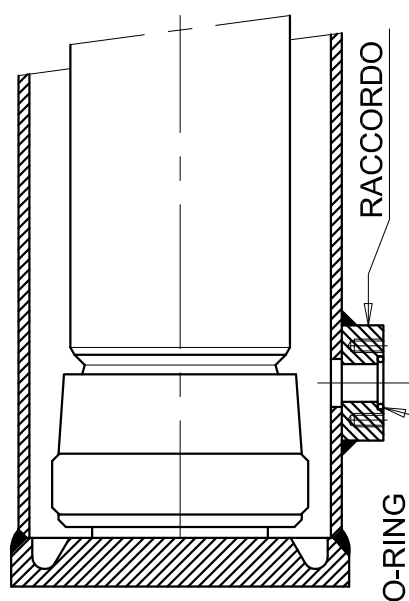
VP ON STANDARD CILINDER



VP ON MCE CILINDER

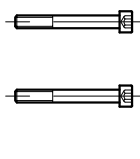


STELO Ø	Ø70	Ø80
A	75	79
B	50	50



THE VALVE MUST BE INSTALLED
DIRECTLY ON THE RAM WITH:

- N° 4 SCREWS M6 (OVERAGE TIGHTENING
TORQUE = 9.5 Nm)
- ORIENTATION POSSIBLE
FOR ALL 90°



NB: REMEMBER TO VERIFY
THAT THE SEAL O-RING GASKET
IT IS ALWAYS INSERTED

UT

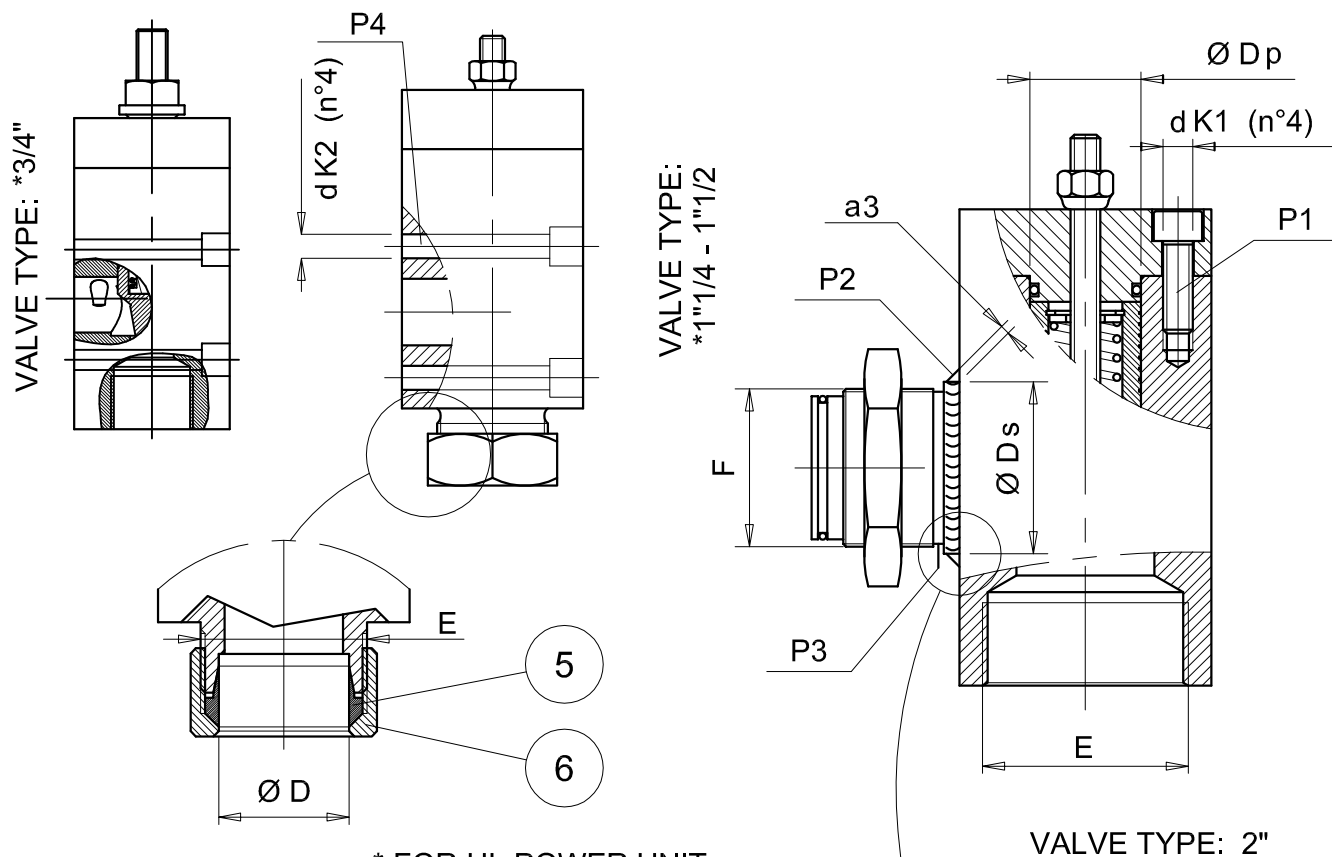
ASSEMBLY PROCEDURE TO THE RAM OF THE
LOCK VALVE 3/4" HP (0825/P-VP22-HP)

DATE

03/17

DWG N°

9348/1



* FOR HL POWER UNIT

		VALVE TYPE					
		*3/4" (8-75 L/1')		*1"1/4 (15-150 L/1')		1"1/2 (151-380 L/1')	2" (381-650 L/1')
BEGINNING DATA	a 3	/		/		/	5.0
	B	/		/		/	56.5
	d K1	6.0		8.0		8.0	8.0
	D	22.0		28.0	35.0	42.0	/
	d K2	6.0		8.0		8.0	/
	D p	22.0		30.0		40.0	53.0
	D s	/		/		/	65.0
	E	Nut thread		Male thread		Male thread	Nut thread
		M30x2	M36x2	M36x2	M45x2	M52x2	2" G
	F	/		/		/	2" G
	n°	4		4		4	4
	SB	/		/		/	4.75
	R _{p0.2}	*		*		*	*
	PIPE FLEX	3/4"	1"	1"	1"1/4	1"1/2	2"
MAX PRESSURES CALCULATED	P1	115.6		172.7		97.1	55.3
	P2	/		/		/	131.1
	P3	/		/		/	90.4
	P4	75.6		84.0		84.0	/

- THE MAX. WORKING PRESSURE OF THE SMALLER AMONG INDICATED ONES (EN BAR)



UT	

INITIAL DATA AND MAX PRESSURE
CALCULATED FOR THE BLOCK VALVE
INSPECTION / FLOW LIMIT

DATE	07/18
DWG Nr.	9065/1

UT	

DIMENSIONS OF CYLINDER
WITH RUPTURE VALVES

DATE	11/18
DWG Nr	9305

RUPTURE VALVE MODEL		
1"1/4	1"1/2	2"
RUPTURE VALVE	0393/P-....	0425/P-....
	0689/P-....	
A	99	99
B	70	70
		136
		75

DIMENSIONS FOR
RUPTURE VALVE:
(1 1/4 - 1 1/2)

(REF. DWG. 9130; 9140; 9150) Chapter 3

DIMENSIONS FOR
RUPTURE VALVE:
(2")

(REF. DWG. 9130; 9140; 9150) Chapter 3

