

# ONYX VALVE CO MODEL CAR, CAP-ADA

## Installation & Maintenance

### OPERATION:

(4-2010)

The Onyx series CAR-ADA and CAP-ADA pinch valves fail in last position on loss of air. This actuator is a double acting cylinder arrangement that drives a direct acting pinch bar to close the rubber sleeve bubble tight. Positive opening tabs molded into the sleeve attached to the pinch bar insure complete opening.

The pneumatic actuator offers the advantage of automated operation. When equipped with a positioner, the CAR, CAP valves are efficient, reliable control valves.

### TESTING:

All Onyx pinch valves are tested to customer specifications before shipment. Unless otherwise specified, all valves are shipped assembled with all accessories piped, mounted, and calibrated.

### STORAGE

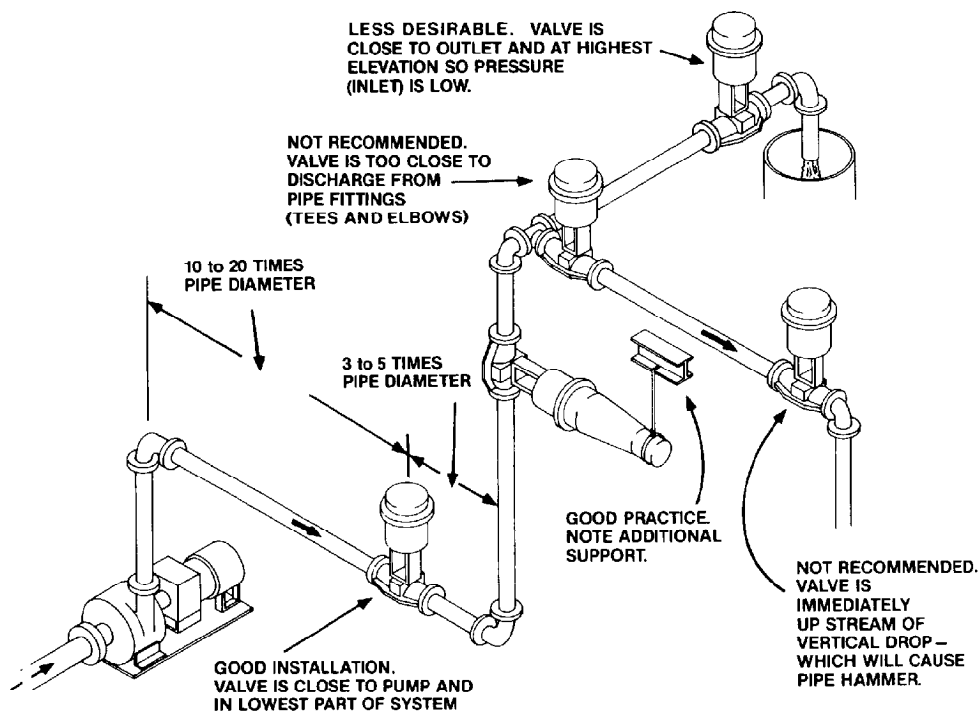
Correct storage extends valve life. The rubber sleeve in the valve is perishable. Ideal storage conditions are 50°F and 60% relative humidity.

1. Keep valves and spare sleeves as cool as possible. They can be stored in an unheated area, but allow maximum ventilation in storage areas subject to high ambient summer temperatures. Truck trailers and storage sheds become incredibly hot during summer months. Avoid such locations.
2. Avoid sunlight. Ultra-violet light accelerates the deterioration of rubber. Leave the valve in its box. If not feasible to box the valve, cover the sleeve with black plastic.
3. Avoid ozone. DO NOT STORE valves near active electrical equipment. If valve will be in storage for a long period, coat the face and inside the sleeve twice yearly with silicone spray or liquid.

### INSTALLATION:

1. Safety considerations.
  - a) Leakage: Consider the possibility of flange leakage due to improper tightening of flange bolts. Pinch valves handle abrasive fluids; it may be reasonable to expect the sleeve to eventually wear out. Precautions should be taken where liquids may drip onto electrical equipment or plant personnel, or where combustible fluid may drain into a dangerous area.
  - b) After shut down: Pinch valves seat absolutely gas tight and may hold pressure in a system for a considerable length of time. Means should be provided to safely relieve this pressure and drain lines.

2. **Flanges:** Onyx pinch valves are designed to work with standard ANSI 125/150# (or 300#) **flat face** flanges. No gasket is required; the sleeve face is the gasket. Be careful when using Victaulic type flanges, as the grooving machine often leaves a sharp edge inside the flange. This sharp edge will cut the rubber valve sleeve causing premature sleeve failure. Make absolutely sure that the inside edges of mating flanges are filed or ground smooth. Valve flanges have through holes and are designed to have an ANSI hex (not heavy hex) nut behind the flange. Flange bolts must be inserted from the mating flange side.
3. Allow as long a straight run as possible into and out of throttling valves. A good rule of thumb is 10 to 20 pipe diameters up stream, and 3 to 5 pipe diameters down stream. (Refer to Fig. 1)



*fig 1*

4. Locate the valve where it can be reached for service and sleeve replacement. Allow access by technicians who may have to calibrate automatic valves. If valve is operated with an auxiliary hand wheel, allow access to the hand wheel. Locate valve so that operators can see relevant gauges.
5. Be sure pipeline is clean. Foreign material left in the pipeline can damage valves. Clean the mating flanges of adjacent pipe. Remove any old gasket material.
6. Inspect the valve before installation. Report any shipping damage before installation. **DO NOT INSTALL A VALVE KNOWN TO HAVE BEEN DAMAGED IN SHIPMENT.** Check inside the valve sleeve to make sure no foreign objects are present.

- 7 Close valve prior to installation. Make sure adjacent pipe is properly aligned. Adjacent pipe must have sufficient travel to insert valve and draw tight to compress sleeve faces; valve will not stretch. Add an expansion joint if necessary to obtain required free play. Make certain adjacent pipe has sufficient free play to allow removal and reinstallation of the valve.  
(Flange gaskets are not required, but may be used for spacers if necessary.)
  - i) Coat faces of valve sleeve with silicone lubricant to facilitate installation and later removal of the valve and to preserve the resiliency of the rubber.
8. Bolt valve into pipe line. Snug up the bolts gently in a criss cross pattern. It may be necessary to re tighten bolts later after the rubber has taken set.
9. **IMPORTANT - INSTALL SUFFICIENT PIPE SUPPORTS TO ISOLATE VALVE BODY FROM EXCESSIVE FORCES.**

## **MAINTENANCE**

1. Visually inspect valve periodically.
2. Lubricate valve once a year. Coat stem (#7) where it passes through the yoke adapter (#12) with grease. If valve is in a dusty environment, grease may cause dust to stick to the stem; use light oil.
3. If valve is in a critical application, it may be advisable to order and stock a spare rubber sleeve. Don't wait until a sleeve wears out at 11:00 PM on Christmas Eve to decide that you need to order one.

## **SLEEVE REPLACEMENT**

**WARNING:** Before attempting to disassemble the valve housing the stem must be in the retracted position. Failure to retract the stem could result in equipment damage and/or serious personal injury.

1. Relieve process pressure and drain process line.
2. Disconnect air and electric lines. Label and record connections so the valve can be reconnected in the same manner.
3. Remove valve from process line.
4. Disconnect any accessories attached to the stem or coupling.
5. Exhaust air pressure from the actuator to retract the stem. Keep the valve in the open position. Disassemble valve bonnet assembly (#2) by removing bolts, nuts, and washers (#2A, 2B, 2C).

6. Separate the upper and lower bonnet halves.
7. Remove the valve stem (#7) by loosening the coupling jam nut (#13A) and coupling (#13). Valve stem threads are left handed, so you have to turn the coupling and jam nut the 'wrong' way to loosen them.
8. If sleeve (#1) is provided with positive opening tabs (integrally molded tabs bolted to the pinch bar), follow steps 'a' through 'e' below. If no positive opening tabs are provided, proceed directly to step 10.

a) Remove bolts, nuts and washers that secure the positive opening tabs to the pinch bar (#8A, 8B, 8C). The sleeve (#1) is now free from the pinch bar (#8). Discard old sleeve. Prepare new sleeve for installation.



b) Punch holes through the Positive Opening Tabs using a gasket hole or pliers type punch. Hole diameter in tabs should be approximately equal to hole diameter in the pinch bar.

c) Positive opening tab holes must be punched in proper alignment with respect to the flange face holes, or there will be hell to pay when you reinstall the valve.

Make certain that flange holes in the rubber sleeve face match the drilled holes in the metal bonnet assembly. It is very difficult to twist the rubber sleeve to align these holes later.

d) Replace tab bolts, nuts and washers (#8A, 8B & 8C). Use flat washers on every hole. If you replace bolts (#8A), cut or grind flush with nut (#8C) so bolts will not puncture sleeve in closed position.



e) Trim the tabs even with the top of the pinch bar.

9. If valve is provided with optional bonnet seal kit, loosen the spud nut (#12A) and yoke adapter (#12) and replace O-rings (#12B & 12C).

10. Apply a coat of silicone valve sealant to the mating flanges of the bonnet assembly.

11. Coat the stem (#7) where it passes through the yoke adapter with a light application of grease or machine oil.

12. Reinsert the adapter (#12) into the upper bonnet (#2), and reattach to yoke (#11) using the spud nut (#12A).

13. Reinsert the valve stem (#7), and replace jam nut and coupling (#13, 13A). Make sure the pinch bar is in the bonnet track.

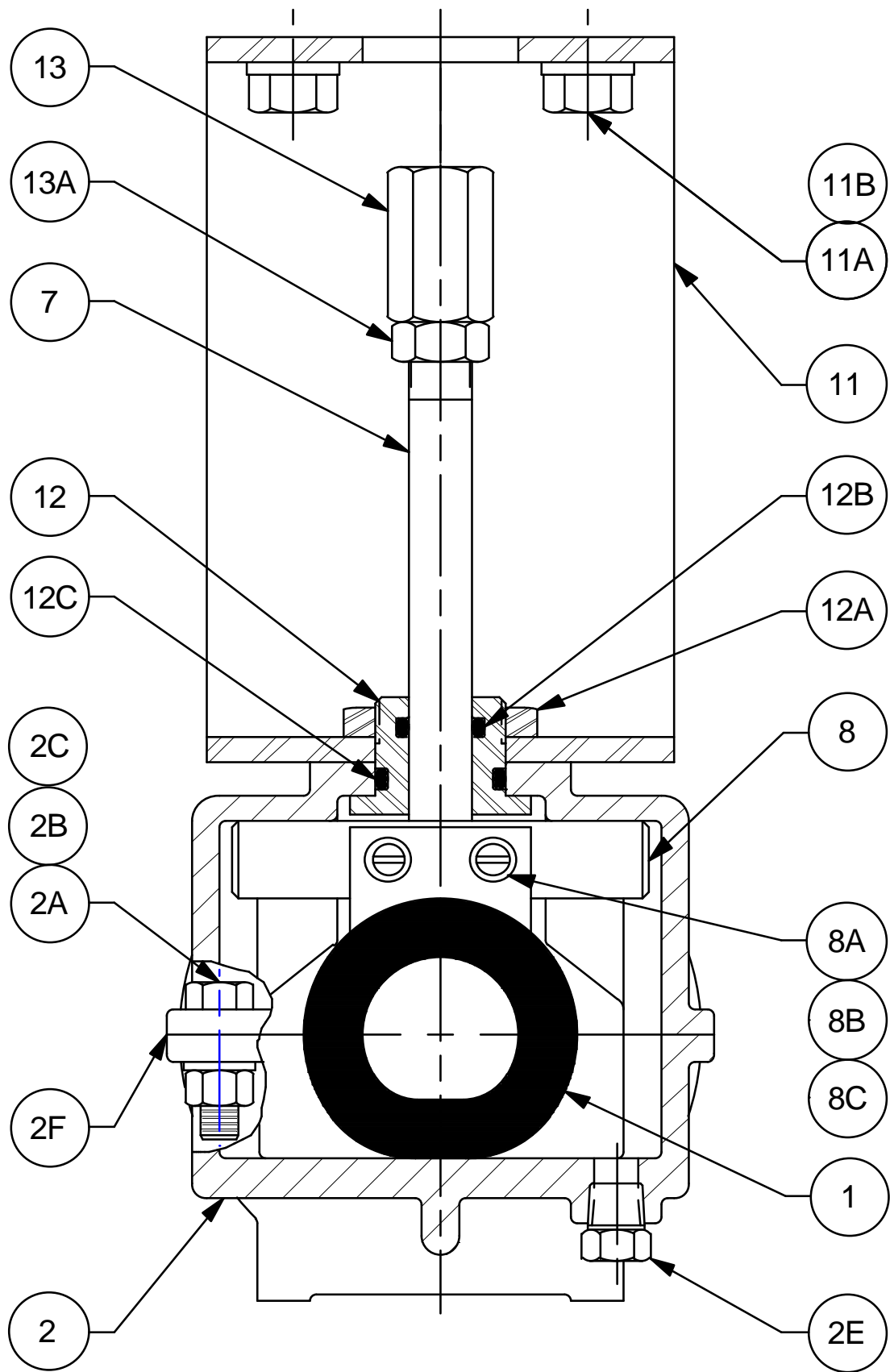
14. Insert new sleeve and reassemble the valve bonnets. Bonnets are matched and must be oriented as they were originally or bonnet hardware will not line up properly.
11. If valve is provided with optional bonnet seal kit, loosen the spud nut (#12A) and yoke adapter (#12) and replace O-rings (#12B & 12C).
12. Apply a coat of silicone valve sealant to the mating flanges of the bonnet assembly.
13. Coat the stem (#7) where it passes through the yoke adapter with a light application of grease or machine oil.
14. Reinsert the adapter (#12) into the upper bonnet (#2), and reattach to yoke (#11) using the spud nut (#12A).
15. Pull bonnet halves together with clamps or by temporarily inserting threaded rods in diagonally opposite holes and drawing bonnet into bolting range by gradually turning nuts down the two threaded rods. Replace bonnet hardware (#2A, 2B & 2C).
16. Replace any accessories that were previously removed. Tighten all fittings and gauges.
17. Reinstall valve in process line.
18. Reconnect air lines.

## **ACTUATOR REMOVAL**

## **ACTUATOR INSTALLATION**

1. Thread jam nut (#13A) onto valve stem (#7).
2. Lower actuator stem (#20) through yoke (#11) and sandwich the coupling (#13) between the actuator stem and valve stem. Engage both stems simultaneously. Turn coupling clockwise until stems are drawn against each other.
3. Turn jam nut (#13A) clockwise to lock coupling.
4. Replace actuator bolts and lock washers (#11A, 11B).

<b>ITEM</b>	<b>NOMENCLATURE</b>
<b>1</b>	SLEEVE
<b>2</b>	BONNET ASSEMBLY
<b>2A</b>	BOLT, BONNET
<b>2B</b>	LK WASHER, BONNET
<b>2C</b>	NUT, BONNET
<b>2E</b>	PLUG, BONNET
<b>2F</b>	SEALANT, BONNET
<b>7</b>	STEM, VALVE
<b>8</b>	PINCH BAR
<b>8A</b>	BOLT, POF
<b>8B</b>	WASHER, POF
<b>8C</b>	NUT, POF
<b>11</b>	YOKE
<b>11A</b>	BOLT, YOKE - ACTUATOR
<b>11B</b>	LK WASHER, YOKE - ACTUATOR
<b>12</b>	YOKE ADAPTER
<b>12A</b>	"O"-RING, YOKE ADAPTER ID
<b>12B</b>	"O"-RING, YOKE ADAPTER OD
<b>13</b>	COUPLING
<b>13A</b>	JAM NUT, COUPLING - STEM



**Questions?**

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