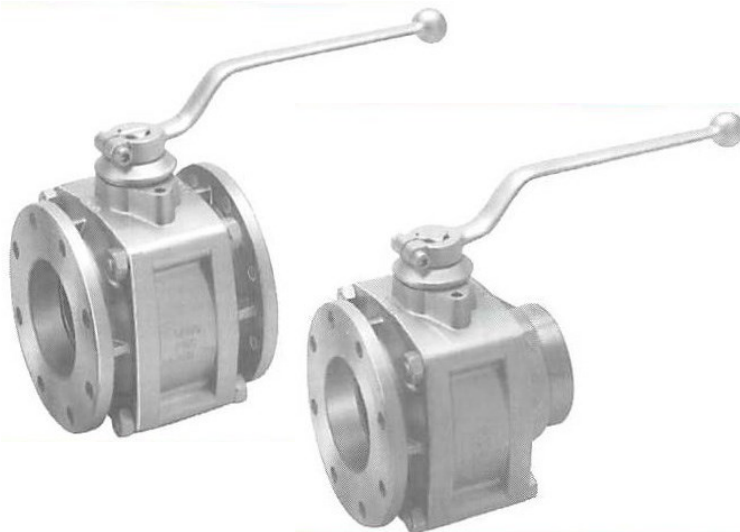


REBUS BALL VALVES

- ◆ COMPACT AND LIGHTWEIGHT
- ◆ ALUMINIUM CONSTRUCTION
- ◆ FLANGED OR THREADED END CONNECTIONS
- ◆ SIZES FROM 2 INCH TO 4 INCH
- ◆ WORKING PRESSURE 10 BAR
- ◆ TEST PRESSURE 21 BAR
- ◆ FULL BORE DESIGN, LOW PRESSURE LOSS



Introduction.

Over many years the Renus ball valve has become the industry standard valve for fitment to aviation refuelling vehicles. The rugged but compact and lightweight design makes it the ideal choice for this application which requires the use of the very highest quality equipment. Aviation refuelling vehicles need components with very compact envelope dimensions because available space is often restricted due to the sheer amount of equipment which must be incorporated in order to ensure safe and efficient aircraft refuelling, and weight is also at a premium for the same reason.

Description.

The Renus valve is a full bore ball valve and has an Aluminium Alloy body and PTFE/Viton seats and seals, so it is ideal for handling aviation fuels. The full bore design minimises the pressure loss through the valve, which is critical for aviation refuelling where flow rates of up to 3800 Litres/Minute are commonplace in order to minimise aircraft turnaround times.

The operating lever is indexable which allows the valve operation to be from the 0 to 90 degree positions, or from 45 to 135 degree positions. This is very useful when arranging the equipment layout on the refuelling vehicle because it offers the vehicle designer much more flexibility when considering possible pipework layouts.

The valve is fitted with an easily replaceable stop disc which ensures accurate positioning of the ball in the open or closed positions.

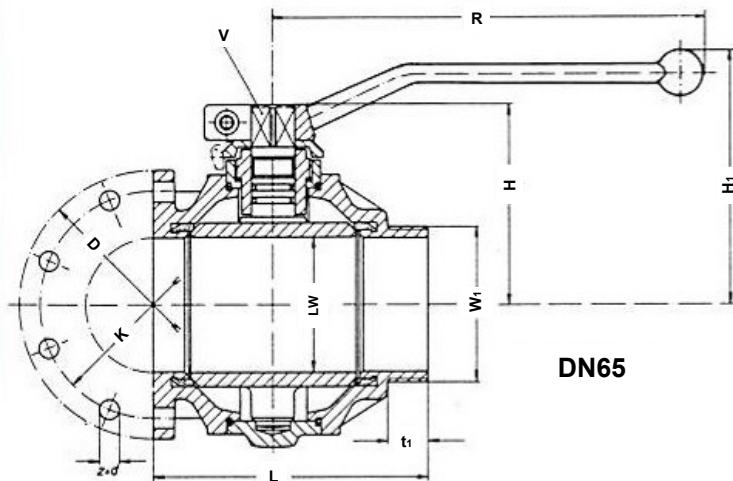
The 3 inch and 4 inch sizes are a floating ball design, and the 2 inch and 2.1/2 inch sizes have a fixed ball. A Stainless Steel ball is standard on the 4 inch valve because this offers a more consistent operating torque, and it is available as an option on the 3 inch size. On the 2 inch and 2.1/2 inch sizes the ball is always anodised Aluminium Alloy.

The Renus ball valve has a working pressure of 10 Bar, which is in line with current refuelling vehicle specifications, and has a 21 Bar test pressure which allows the hoses to be pressure tested insitu against the closed valve and means that the hoses do not need to be removed for regular pressure testing.

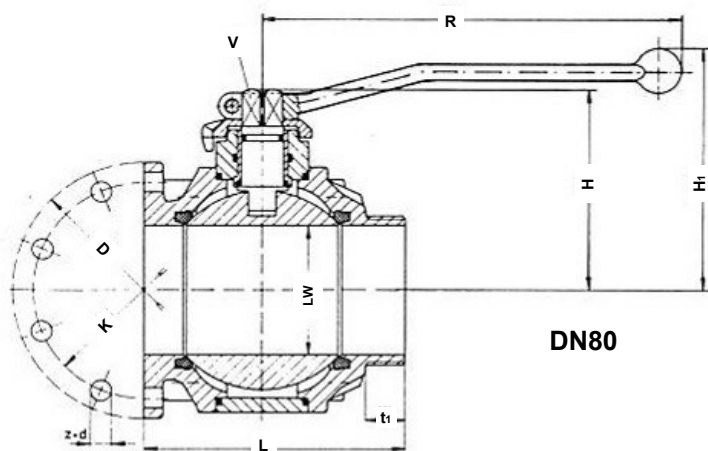
NOTE. It is advisable to vent the vehicle pipework during hose pressure testing in order to protect against inadvertant pressure build up in the event of leakage past the valve seals.

The valves are available with TW flanges both ends, or with a TW flange/BSPP male thread combination. Renus valves are commonly used as hose isolation/flow control valves, as inlet isolation valves on hydrant dispensers, and as external suction or tank rapid drain valves on refuelling tankers.

Dimensions Type 542.



DN65

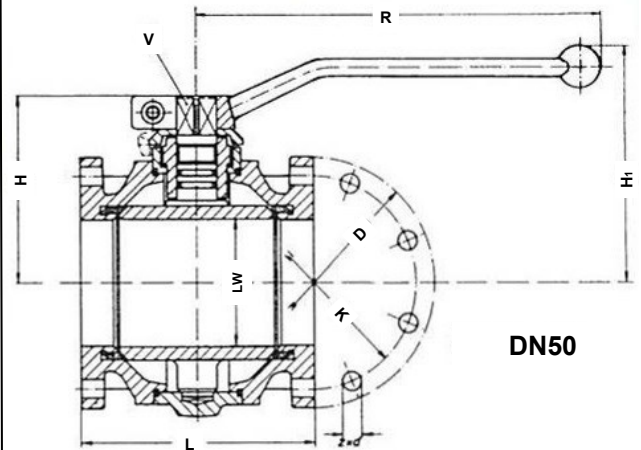


DN80

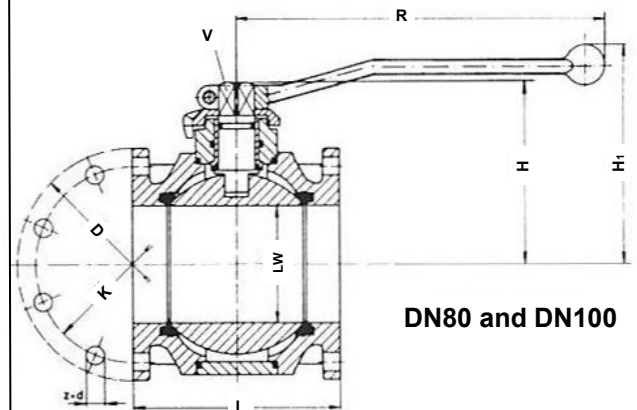
Size	LW	D	K	z x d	W1	t1	L	H1	H	V	R
DN65	64	154	130	8 x 11.5	2.1/2 inch	22	162	150	106	19	270
DN80	78	154	130	8 x 11.5	3 inch	24	166	165	120	19	270

All dimensions in Millimetres

Dimensions Type 540.



DN50



DN80 and DN100

Size	LW	D	K	z x d	L	H1	H	V	R
DN50	50	154	130	8 x 11.5	142	125	90	17	225
DN80	78	154	130	8 x 11.5	140	165	120	19	270
DN100	98	174	150	8 x 14.0	180	185	155	24	350

All dimensions in Millimetres

How To Order.

Valve Type	Size	Ball Material	Part Number
540/50	2 inch	Aluminium	0224351126
540/80K	3 inch	Aluminium	0244481125
540/80K	3 inch	Stainless Steel	0244481135
540/100	4 inch	Stainless Steel	0244551135
542/65-2.1/2 inch	2.1/2 inch	Aluminium	0224426126
542/80-3 inch	3 inch	Aluminium	0244486125

Specification.

Sizes: 2 inch to 4 inch, full bore.

Operation: Lever with removable stop disc.

Body Material: Aluminium Alloy.

Ball Material: Anodised Aluminium Alloy or Stainless Steel.

Stem Material: Stainless Steel.

Ball Seats: PTFE.

Stem Bearing: PTFE.

O Rings: Viton.

End Connections:

540 Series: TW flanges to DIN28460 both ends.

542 Series: TW flange to DIN28460 x BSPP male thread to ISO228.

Maximum Working Pressure: 10 Bar.

Test Pressure: 21 Bar.