

Tomoe Valve USA Stock Card

RUBBER-LINED BUTTERFLY VALVES

	Fig #	Item
STYLE:	700G	Wafer
SIZES:	##	2"-24"
BODY:	DI	Ductile Iron
DISC:	SS SS ALBZ	316SS (2"-12") 304SS (14"-24") Aluminum Bronze (2"-24")
SEAT:	EPDM NBR	EPDM for SS disc only NBR (Buna) for SS or ALBZ disc
SHAFT:		420SS
OPERATOR:	LEVER GEAR BS	Lever (2"-6") Gear (8"-24") Bare-shaft
Example:	8" Wafer, Ductile Iron body with SS disc & EPDM seat, gear op	
Figure #:	700G-08-DI/SS-EPDM-GEAR	

DOUBLE OFFSET BUTTERFLY VALVES

	Fig #	Item
STYLE:	304A 334A	150# Wafer 300# Wafer
SIZES:	##	3"-24"
BODY:	CS SS	WCB CF8M
DISC:	SS	CF8M
SEAT:	RPTFE	Reinforced PolyTetraFluoroEthylene
SHAFT:		420SS
OPERATOR:	LEVER GEAR BS	Lever (2"-6" 150#) & (2"-4" 300#) Gear (8"-24" 150#) & (6"-24" 300#) Bare-shaft
Example:	6" 300# Wafer, SS body with SS disc for RPTFE lined double offset with gear	
Figure #:	334A-06-SS/SS-RPTFE-GEAR	

TRIPLE OFFSET BUTTERFLY VALVES

	Fig #	Item
STYLE:	T2%LR T2%FR T2%GR	Lug % = A: 150# or B: 300# DFSP % = A: 150# or B: 300# DFLP % = A: 150# or B: 300#
SIZES:	##	3"-24"
BODY:	CS SS	WCB CF8M (not available in DFLP)
DISC:	CS SS	WCB in WCB body (8"-24") CF8M in WCB body (3"-6") and all SS bodies
SHAFT:		17-4PH
SEAT:		316SS + Graphite Laminate Coating (this technically makes TT2 items have a SS trim)
BEARINGS:	CB SB	Carbon Bearings in all 150# Stellite 6 Bearings in all 300#
DISC SEAL:	DN	316SS + Titanium Nitride
OPERATOR:	GEAR BS	Gear Bare-shaft
Lug Example:	10" 150# Lug, CS body, Metal SS Seats with Hard Faced Trim & Gear	
Figure #:	T2ALR-10-CS/CS-DN/CB-GEAR	
DFSP Example:	3" 300# Short Pattern F2F, SS body & disc, Gear operated	
Figure #:	T2BFR-03-SS/SS-DN/CB-GEAR	
DFLP Example:	24" 150# Butterfly valve with Gate body dimensions, CS/CS, Gear operated	
Figure #:	T2AGR-24-CS/CS-DN/CB-GEAR	

	Fig #	Item
STYLE:	704G	Lug
SIZES:	##	2"-24"
BODY:	DI	Ductile Iron
DISC:	SS SS ALBZ	316SS (2"-12") 304SS (14"-24") Aluminum Bronze (2"-24")
SEAT:	EPDM NBR	EPDM for SS disc only NBR (Buna) for SS or ALBZ disc
SHAFT:		420SS
OPERATOR:	LEVER GEAR BS	Lever (2"-6") Gear (8"-24") Bare-shaft
Example:	3" Lug, Ductile Iron body with Aluminum Bronze disc & NBR seat, lever op	
Figure #:	704G-03-DI/ALBZ-NBR-LEVER	

	Fig #	Item
STYLE:	304Q 334Q	150# Lug 300# Lug
SIZES:	##	3"-24"
BODY:	CS SS	WCB CF8M
DISC:	SS	CF8M
SEAT:	RPTFE	Reinforced PolyTetraFluoroEthylene
SHAFT:		420SS
OPERATOR:	LEVER GEAR BS	Lever (2"-6" 150#) & (2"-4" 300#) Gear (8"-24" 150#) & (6"-24" 300#) Bare-shaft
Example:	6" 150# Lug, CS body with SS disc for RPTFE lined HP valve having a lever	
Figure #:	304Q-06-CS/SS-RPTFE-LEVER	



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Tomoe Valve Specialty Items

INJECTION-MOLDED LINING (STOCKED)

	Fig #	Item
STYLE:	847T	Wafer
SIZES:	##	2"-12"
BODY:	DI	Ductile Iron
DISC:	PFA or PTFE ENCAPSULATED 304SS CORE	304SS/PFA (2"-8") 304SS/PTFE (10"-12")
SEAT:	PFA PTFE	(2"-8") (10"-12")
SHAFT:		420SS
OPERATOR:	LEVER GEAR BS	Lever (2"-6") Gear (8"-12") Bare-shaft
Figure #:	847T-08-DI/PFA-PFA-LEVER	

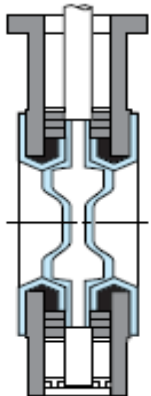
Sealing Properties:

The upper & lower stem housings of the 847T have the same length high tensions coil springs, which provide stable sealing performance in cases of temperature change. Conventional valves usually employ a shorter spring in the lower stem housing.

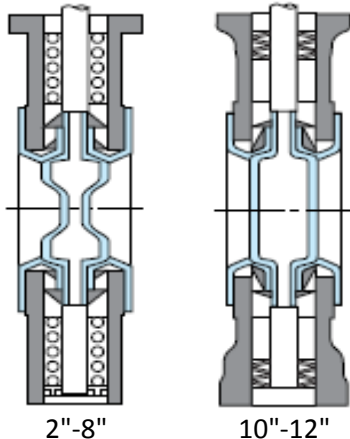
This can lead to a loading imbalance on the seat making it difficult to maintain consistent sealing performance.

The stem seal arrangement & pipe flange seal are completely independent, which eliminates leakage by excessive pipe flange damping forces.

Conventional Gland Seal



847T Unique Sealing Mechanism



ANTI-CAVITATION ROTARY CONTROL

	Fig #	Item
STYLE:	507V 508V	150# or 300# Wafer 150# Wafer
SIZES:	##	2"-16" {507V} 2"-24" {508V}
BODY:	CS or SS DI	WCB or CF8M {507V} Ductile Iron {508V}
DISC:	CS or SS SS	WCB or CF8M {507V} 316SS (2"-8") 304SS (10"-24") {508V}
SEAT:	As Body EPDM/NBR	507V 508V (EPDM or NBR core-reinforced)
SHAFT:		316SS {507V} 420SS {508V}
OPERATOR:	GEAR BS	Gear Bare-shaft
Figure #:	334A-06-SS/SS-RPTFE-GEAR	

Fundamental Structure:

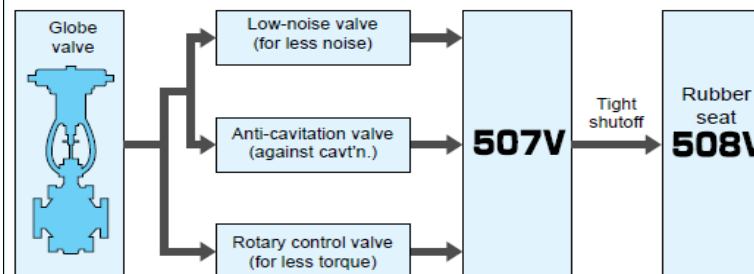
The teeth around the disc edge & the disc contacting the seat at a specific angle makes this product a compact, lightweight & highly cost-effective rotary control valve that exhibits outstanding control characteristics.

The valve provides steady control for better cavitation resistance, lower dynamic torque, lower noise level, higher rangeability & a better leakage rate than any other rotary control valve.

The teeth on the circumference of the disc break up the fluid energy, which results in a reduction of a pressure recovery.

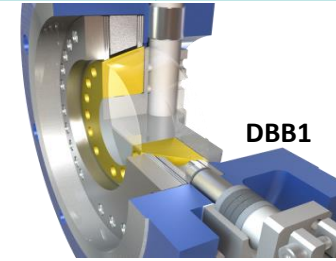
Unlike conventional flat discs, the gull-wing disc of the product touches the seat at a specific angle for the reduced seating & unseating torque, this results in steady control of the valve.

Recent trend toward rotary type control valves



ENGINEERED VALVES

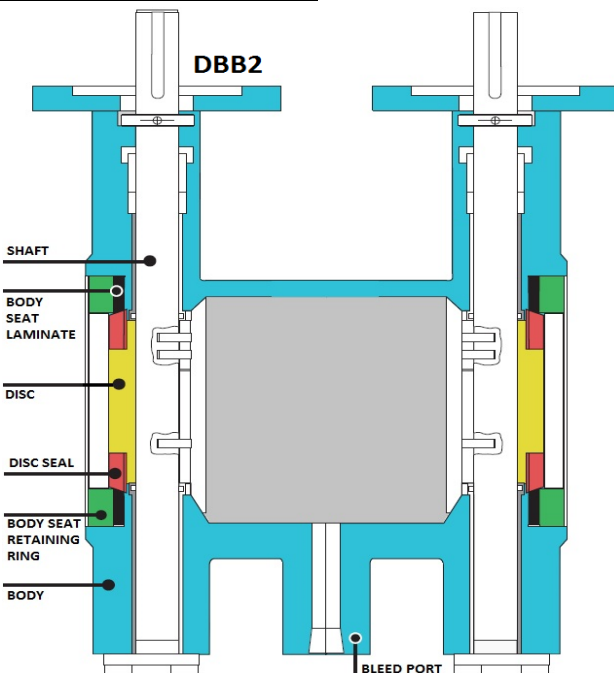
	Fig #	Item
STYLE:	TT1 DBB1 DBB2	Lug/Wafer/DFSP/DFLP/BW/Hub Ends Double Block & Bleed Valves Option 1 DFSP / Option 2 DFLP (Gate F2F)
SIZES:	##	Per Spec
PRESSURE:	A/B/C/D/E/F	150# - 2500# with 1500# internals
BODY:	Per Spec	We have access to any material
DISC:	Per Spec	We have access to any material
SHAFT:	Per Spec	We have access to any material
SEAT:	Metal	All TOV valves have metal seats
OPERATOR:	GEAR BS ACT	Gear Bare-shaft Actuation
Figure #:	T1DFR-36-C12/C12-DN/HB-GEAR	



Double Block & Bleed Usage:

Safety initiatives within the process industry have created the requirement for isolation during planned or emergency shutdowns.

Tomoe has developed a range of isolation & bleed valves, which provide the security of quarantined isolation while delivering the



benefit of the triple offset metal seated butterfly valve.

Replacing a traditional DBB valve with a Tomoe engineered version saves time & money. Using the narrow F2F of a DBB1 or DBB2's double sealing system can be supplied within a ball, plug or gate valve footprint, allowing the bleed facility to fall between the two positive seals.