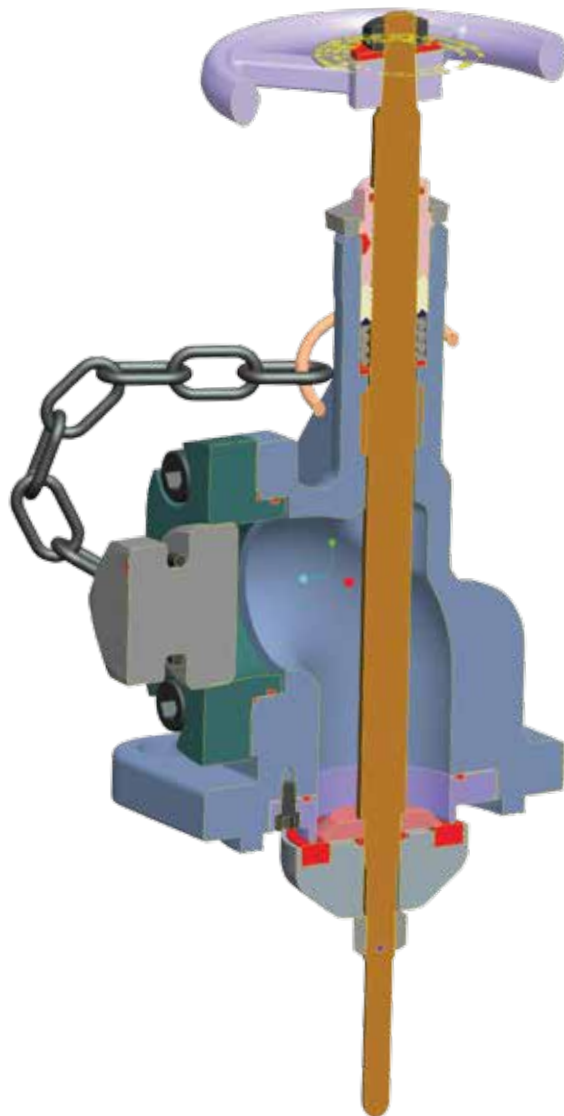




A-728 Series 2" Angle Valves

Installation
Operation
Inspection
Maintenance



Installation Instructions



CAUTION: Be sure the car is empty and clean, and the work area is free of hazardous chemicals, before removing a valve or installing a new one.

1. When the old valve is taken off, put a soft rubber plug into the opening in the cover plate.
2. Wire brush the stud threads so there are good clean threads within $\frac{3}{4}$ " of the cover plate. Midland makes special thread dies and holders to clean and re-chase rusted stud threads.
3. Take out and throw away the old gasket, being careful not to scratch the metal in the bottom of the groove when removing the old gasket.
4. Examine the sides of the groove to verify that it contains no dents or burrs. Since the valve fits tightly into the groove, any peening over of the edges of the groove may make it difficult to properly seat the valve's tongue into the groove.
5. Up to this point, the new valve should have been kept in its original shipping container. This will keep the valve clean and protect the tongue from getting nicked. Cradle the valve in your arm and use the handwheel to make sure the valve is in the "closed" position when it is bolted onto the cover plate.
6. If the valve is reconditioned, or a retested one, inspect the tongue by running your fingernail around the edge of the tongue to be sure it is free of nicks, gouges and burrs. The tolerance on the tongue is plus or minus .003", so any irregularity in this surface will make it difficult to seat the valve on the cover plate groove.
7. Take out the rubber plug in the cover plate opening. Holding the valve by the handwheel (item 1) lower it slowly onto the studs. Then gently lower the valve down on the cover plate and move it back and forth until you feel the tongue go down into the groove on the cover plate. Hand tighten all four nuts.
8. Tighten the nuts a little at a time, going alternately from 1 to 3, then 2 to 4. Special crowfoot wrenches with $\frac{3}{4}$ " drives are available from Midland for tightening the $\frac{3}{4}$ " heavy hex nuts. Do not tighten down too much on one side because this will cock the valve at an angle and make it impossible to get a good seal on the gasket.
9. Torque the nuts to a level prescribed by your engineering department. In the absence of a recommended company practice, on clean and lubricated threads, it should be safe to torque the $\frac{3}{4}$ " nuts to 150 to 300 foot-pounds.
10. After the valve has been tightened down on the cover plate, the valve should be "closed." To seal the valve it usually is only necessary to torque the valve handwheel about 20 to 30 foot-pounds. Using only the handwheel, without a "cheater" or handle extension, it is only possible to exert about 45 to 50 foot-pounds, which is an excessive amount of torque to close this valve. Under no circumstances should a "cheater" or handle extension be used to close this valve, as overtightening will damage the valve's Teflon® seat.
11. Inspect the valve for leaks. Follow your company procedures in this testing. The primary areas to check are in the side port area, the packing gland area, and the flange connection between the cover plate and the angle valve. In order to check the seat for leaks on an installed valve on a tank car, pressure may be applied to the outlet flange with the valve "closed" and looking for any pressure decay. Keep in mind that some compensation would need to be made for pressure changes as temperature changes. This is recommended in the event that there

is no procedure in place from your company to test the valve's seat when installed on a tank car. When closing the valve hand-tight, if it does not seal completely, remove the valve and send it to the valve maintenance department for rework.

12. A placard with an adhesive backing has been provided with each set of valves. This gives important operating instructions. The placard should be placed on the underside of the hinged protective housing cover for guidance for those using these valves.

Operating Instructions



NOTE: Conform with all applicable Transport Canada, AAR, DOT regulations (Parts 173.31, 174.67, etc.) other governmental bodies and your own company's operating instructions.

1. It is important to bear in mind that you should not use a "cheater" or handle extension on the handwheel. Excessive force will shear through the valve's Teflon® seal, making it harder or impossible to close off. If the valve is leaking at the seat of the valve, and you can't stop it by a firm closing (by hand) of the handwheel, tell your supervisor that the valve is defective and must be removed for reworking.
2. Examine the pipe plug. Be sure its threads are clean, free from corrosion and not worn or crossed. Also look at the threads on the side port to see that they are in good operating condition.
3. This valve has an adjustable packing gland. The adjustment is set at the factory and normally needs no adjustment on new valves. The packing lock nut (item 21) can be backed off by using a punch or drift positioned on a corner of the nut and tapping it to loosen the nut. Then with a 1-1/16" wrench, tighten

down on the packing screw (item 8) and then retighten the lock nut. It is only necessary to snug the lock nut up since its principal function is to keep the packing screw from unwinding if the stem were to bind on the packing screw while opening the valve.

Maintenance Instructions



NOTE: It is important that a periodic retest and preventative maintenance program be established. The AAR has established a retest interval for the maximum length of time between retests, and this schedule should be followed. Your company's experience or your knowledge of the service conditions could dictate a more frequent retest program.

Before starting to disassemble the valve, open and close the handwheel to run the stem (item 2) up and down to be sure that the stem is not bent in the threaded area and is not binding in the threaded part of the body (item 4). Bent stems must be straightened to proceed with the disassembly.

Valve Disassembly

1. Put the valve in a vise, gripping it on the flat faces of the 6" square flange, with the stem horizontal and the side port on the top.
2. Remove the pipe plug (item 16).
3. Take off the 4 side flange bolts.
4. Screw a threaded nipple about 10" long into the removable side outlet flange (item 7). Move it back and forth to loosen the flange and work it out of the valve. It may be necessary to insert two screwdrivers (180° apart) between the flange and the valve body to pry it out.
5. Using the handwheel (item 1), lower the stem (item 2) so that the seal retainer assembly

Maintenance Instructions (cont.)

- (item 3) is below the sealing area of the body (seat).
- Rest the end portion of the stem on a wood block leveled with the body, making sure there is only about 2" - 3" between the body and wood block. Drift out the retaining pin using a standard $\frac{1}{8}$ " diameter drift. Then unscrew the retainer slotted nut, remove retainer assembly, retainer O-ring, and retainer seal washer.
 - To take the Teflon® seat seal (item 10) out of the gasket retainer, put the part into a vise, with light pressure so as not to distort the gasket retainer. It may be necessary to cut the Teflon® out. If so, do it carefully, so that the metallic surface below is not damaged.
 - It is possible to repack the valve without removing the stem. To replace the valve packing, begin by moving the handwheel nut, washer, instruction plate and by loosening the lock nut (item 21) by putting a center punch, drift, or blunt screwdriver on the point or corner of the nut and gently tapping with a hammer. Once freed up, use a $1\text{-}\frac{1}{16}$ " open-end wrench to unscrew the packing screw (item 8.)
 - The packing (item 12) can now be pulled out of the body with the standard packing tools.
 - The stem can only be removed through the bottom of the valve. Loosen or remove the packing screw (see step number 8). Use the handwheel to lower the stem as far as it will go. Gripping on the flats of the stem square with an open-end wrench or vise grips, continue to unwind the stem down. If the stem cannot be taken out the last few threads by hand, it will be necessary to lightly grip the bottom of the stem with vise grips to disengage it from the body.
 - To remove the valve's seat insert, start by

loosening the $\frac{1}{4}$ "-20 socket cap screws. Once all cap screws are removed, the seat insert can now be removed. There is also an O-ring sandwiched between the seat insert and body. Make sure this is also removed.

Inspection and Replacement of Parts



NOTE: Whenever the angle valves are retested, we recommend that new O-rings be installed. The Teflon® seat seal, O-rings and packing should be replaced, if there is any question about their serviceability. All replacement parts must be obtained from Midland Manufacturing Corp. No re-machining of any parts is permitted, except where noted herein. By not observing these prohibitions the purchaser assumes full responsibility and liability for the proper functioning of the valves.

- Handwheel.** This part is designed to fail when the stem is over-torqued. If a spoke is cracked, or broken off, the handwheel must be replaced.
- Stem.** Roll the stem on a flat and true surface. It will be apparent if the stem is bowed. If you attempt to straighten it, do not grip or deflect it on the ground surface where the packing seal is achieved, in the $\frac{1}{2}$ "-20 thread area and below where deformation of the metal would foul the threads and damage stem straightness that would make the valve inoperable. All nicks, burrs, pits, scratches, etc., must be eliminated, or discard stem. Screw the stem through the ACME thread of the body with packing screw in place to make sure it moves freely without binding. The retainer nut has to be secured tightly with a retainer washer, O-ring and retainer assembly in place; so, if the $\frac{1}{2}$ "-20 thread is slightly galled, chase it with a $\frac{1}{2}$ " - 20 hand die. If thread is stripped, discard stem.
- Seal Retainer.** The retainer holds the Teflon® seat seal and retainer O-ring. Ensure that no nicks,

Inspection and Replacement of Parts (cont.)

scratches, burrs are present in retainer O-ring groove. Also make sure that the two pointed projections are in good shape to bite into the Teflon® seat seal to produce a firm grip on the seat seal.

4. **Body.** Inspect the part for corrosive degradation, particularly in the seat and the seat insert areas. Clean off these areas to be sure they are free of corrosion, contamination, pits, scratches, etc., that could form leak paths. The threads are ½"-13 on side flange. The threads for the seat insert are ¼"-20 Spirallock®. If any of the threads are stripped or corroded, discard the body.
5. **Retainer Washer.** If this has been dished, flatten in a vise. If nicks, scratches, burrs are present in the area where the retainer O-ring comes into contact with the washer, discard retainer washer.
6. **Outlet Flange.** The surfaces where the O-rings fit must be free of nicks, scratches, and pits. Similarly, the 2" NPT must be in good condition. It can be cleaned with the standard NPT hand tap. However, a thread gage should be used to be sure the thread is not oversized. The standard hand-tight engagement is 0.436 inches for the 2" thread. The acceptable tolerance is plus or minus one thread. If this tolerance is exceeded, a new part must be obtained.
7. **Packing Screw.** The thread is ¼"-12. It must be clean and sharp without nicks, scratches, pits, and other defects that would strip or gall the thread when screwed into the body.
8. **Seat Seal.** If the Teflon® seat is deformed by the seat insert to a depth of 1/16", or if it has embedded debris, discard it. Replace it with a new seat from the factory. This part is custom made for use on

Midland valves only, and must be purchased from Midland.

9. **Seat Insert.** The seat surface is very critical and must be examined carefully. The crown of the seat has a full radius (about 1/16"). Run your finger nail around the crown to be sure it is free of any nicks, scratches or pits. Also, any chatter or toolmarks on the crown can act as leak paths. The overall height of the seat crown should not be less than 7/32". If the condition is questionable, do not take a chance on it—replace it with a new part.

The remainder of the parts are O-rings, packing, gaskets, bolts, several types of nuts, lock washers, pins, etc. These are inexpensive parts and to insure that the right sizes, hardnesses, strengths, materials, and correctly dimensioned parts are used, these replacement parts should be obtained from the factory.

Cleaning




NOTE: In preparation for reassembly, all metallic parts should be steam cleaned. Do not use solvents or grease lubricants that are incompatible with the products in the tank. For example, a petroleum-based grease may cause an immediate chemical reaction and fire when it comes in contact with chlorine. Contact your supervising engineer for suitable cleaning and lubricating material recommendations. O-rings, and other metallic parts that fit together should be lightly greased.

Valve Reassembly

1. Place the lower (flat) packing washer (item 9) in the body (item 4).
2. Put the spring (item 5) in the body.
3. Install the upper (curved) packing washer (item 10) in the body, with the convex side up.
4. Insert 5 Teflon® V-rings (item 12) in the body.

Valve Reassembly (cont.)

5. Insert the stem seal (item 13) in the packing screw (item 8).
6. Thread the packing screw into the body by pushing down against the spring and turning clockwise to engage the thread. Wrench tighten a couple of turns.
7. Screw down the packing lock nut (item 21) a couple of threads on the packing screw.
8. From the bottom side of the body, insert the handwheel end of the stem (item 2). Screw the stem up until the handwheel flats clear the top of the packing screw.
9. Put on the handwheel (item 1), and then the instruction plate and handwheel lock washer (item 14). By hand, screw the handwheel nut (item 15) onto the stem as far as it will go.
10. Turn the handwheel clockwise to move the stem up into the neck of the body. It should move easily. After several turns, stop.
11. Insert O-ring in seat, insert groove and apply grease to hold in place. Position and align seat insert into body recess and secure with ¼"-20 socket cap screws (item 23). Using a star pattern, tighten screws to about 10 foot-pounds.
12. Turn the valve handwheel counter clockwise to lower the stem all the way down. Insert retainer washer with flat surface facing down.
13. Apply grease to the area below the retainer washer and thread. Insert retainer O-ring and push up against retainer washer.
14. Insert Teflon® seat seal into seal retainer. Press it all the way into the groove. (This will become the retainer assembly).
15. Insert retainer assembly through bottom at stem being careful to properly align it with O-ring so that the O-ring goes into place in the retainer O-ring groove. Press retainer assembly all the way against retainer washer.
16. Secure retainer assembly in place with slotted nut. This nut must be tightly secured as it creates a tight seal of the retainer O-ring and seat seal. Once tightly secured and in place, insert retaining pin (item 28) and press it all the way in.
17. Using the handwheel, close the valve by rotating it clockwise.
 **NOTE:** Extra care must be exercised when handling, mounting and un-mounting valve as the stem extends out of the body. Any damage to the stem will make the valve inoperable with mating check valve. The stem must be protected at all times.
18. While making sure the packing lock nut remains loose, tighten packing screw to 65 foot-pounds to seat the Teflon® packing rings. Then loosen the packing screw about ¼ - ½ turn.
19. Using the handwheel, open and close the valve to check for interferences. Then, tighten packing lock nut to 65 foot-pounds
20. Stretch the outlet O-rings (item 17 & 18) onto the outlet flange (item 7). Do not twist the O-rings. Push this assembly into the side port of the body.
21. Screw in the flange bolts with Loctite® on threads (item 19) and hand tight, and then wrench-tighten the bolts using the alternate tightening pattern. Do not exceed 45 foot-pounds. Check for uniform spacing between the two flange faces. Correct by loosening and retightening.
22. While holding the handwheel in place, wrench-tighten the handwheel nut.
23. The valve is now ready for test.

Testing

1. Bolt the valve to a test fixture in the closed position.
2. After the valve is secured to the test fixture, close the valve. It should only be necessary to torque the handwheel about 20 to 30 foot-pounds to achieve a bubble tight seal against a 500-psi air supply to the valve.
3. The 500-psi value stated in this manual, and on the valve nameplate, indicates the capability of the Midland A-728 Angle Valve, and the pressure at which the valve is tested at the factory. Valves must be tested at a pressure appropriate for the application. Typical practice in the valve industry (using ASME B16.34 as a guide) is to test the body at 1.5 times the maximum working pressure (with water or air), and test the seat at 1.1 times maximum working pressure (with air). This applies to the Midland A-728 Angle Valve with the caveat that either test pressure should not exceed 500 psig. Midland's recommendation is to test the A-728 Valve at the above conditions and record those values on a test report, if applicable, and on a tag affixed to the valve which also indicates the organization performing the test. [Note: If the body and seat are tested at 500 psig, the test pressures on the supplemental tag are not required.]
4. There are several acceptable methods of checking for a seat leak, but one simple way is to put pieces of wide masking tape across the side port. Put a small hole in the center of the tape and cover the hole with a little soap suds solution. Any leak will then result in a bubble forming at the hole.
5. After the seat has been satisfactorily tested for leakage, thread the pipe plug into the side port. Open the handwheel to pressurize the body cavity, and inspect for leaks around the pipe plug and the outlet flange with soap suds.
6. Then with soap suds, check the packing gland area for leaks. If any packing leaks are noticed, wrench the packing screw down slowly until the leak stops. Then turn another $\frac{1}{4}$ turn and lower the lock nut on the packing screw. Since this part is only used to keep the packing screw from unwinding when the stem is being opened, it is not necessary to torque it down beyond snugging it up by tapping on the corners of the nuts.

Post Test Procedures

1. After satisfactorily testing the valve, close the pressure inlet valve into the test stand, relieve the pressure, and demount the valve from the test fixture.
2. Drain whatever water may have accumulated, and wipe or blow away with an air hose any soap suds and water used in the testing.
3. Close the valve using handwheel until the retainer assembly contacts the seat insert.
4. Put an appropriate preservative or paint on the exterior of the valve, being sure to mask the nameplate so it will be readable afterward.
5. Fill in the test date information on the tag on the valve and store the valve in a dry place until ready to use.

NOTICES AND WARRANTY

Midland Angle Valves are used in a variety of products, many of which are hazardous materials. The acceptance and transportation of the products are regulated by the DOT and AAR in the U.S.A., and in Canada by Transport Canada, as well as other governmental bodies, particularly when used in stationary applications. All personnel should be familiar with and follow these regulations. Nothing in this pamphlet is intended to conflict with or supersede these regulations.

Obtaining Product Drawings

Assembly drawings of Midland Angle Valves are available at no charge, and will be mailed upon request. Address any questions concerning valve maintenance or usage to the Engineering Dept., Midland Manufacturing Corp.

Warranty

Midland warrants the products of its own manufacture to be free of defects in material and workmanship for a period of one (1) year from the date of invoice. Furnished materials and accessories purchased from other manufacturers are warranted only by and to the extent of those manufacturers' warranties, if any.

MIDLAND MAKES NO WARRANTY OF ANY KIND WHATSOEVER, EXPRESS OR IMPLIED, OTHER THAN AS SPECIFICALLY STATED HERE. MIDLAND MAKES NO WARRANTIES OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE OR USE.

Midland's obligation under this warranty is strictly limited, at its option, to 1) repair or replacement at its factory of a like quantity of product: 2) refunding to purchaser money paid to Midland for its product: or 3) issuance of written authorization for the Purchaser to repair or replace, at costs comparable to Midland's normal manufacturing costs those parts proven defective, provided that Purchaser has given to Midland immediate notice upon discovery of such defect Merchandise claimed to be defective shall not be returned without first obtaining Midland's written consent. The undertaking of repair or replacement by the Purchaser, or its agents, without Midland's written consent, shall void Midland's warranty and relieve Midland of all responsibility. Under no circumstances shall Midland be liable for any direct, incidental, consequential or other damages of any kind in connection with the installation, operation, maintenance, repair, inspection or other use of any product purchased from it.



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