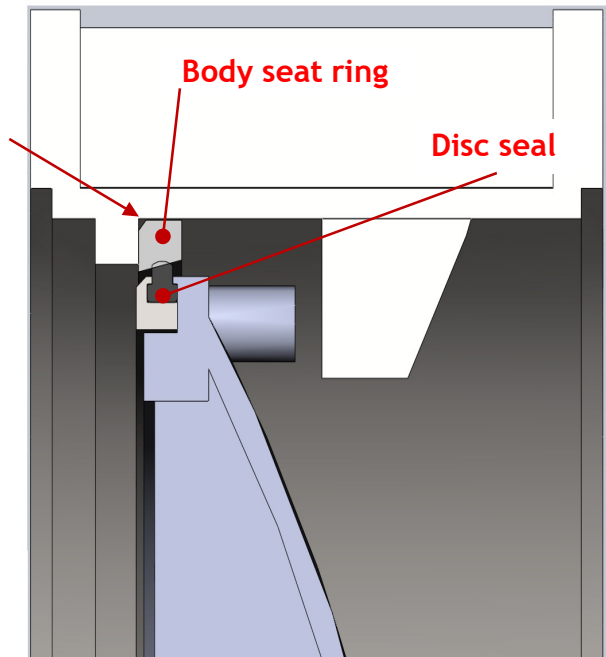


BUTTERFLY VALVE SEAT - WHICH TYPE TO CONSIDER

Essentially two different types for eccentric type Butterfly Valves:

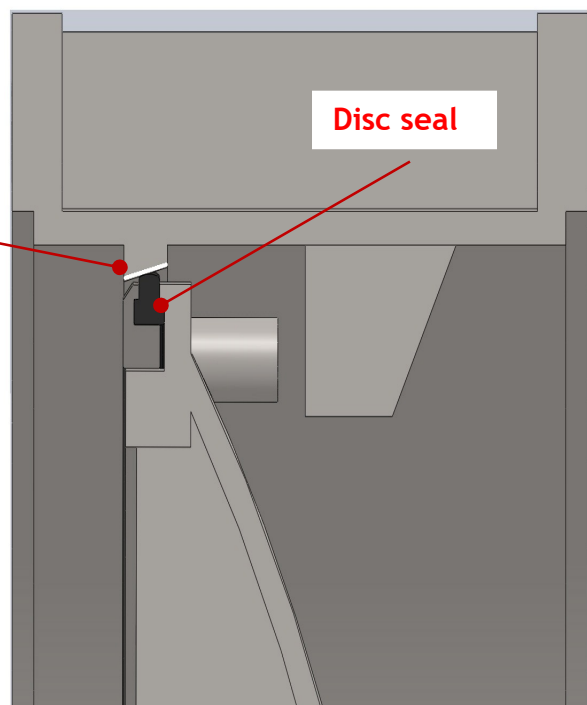
A. SEPARATE METAL SEAT RING IN BODY AND RUBBER / EPDM SEAL IN THE DISC

In this design a metal seat ring is bolted in the body with a backup rubber / EPDM 'O' ring to staunch leakage between the body and the seat ring. As no rubber / EPDM can provide lifelong service it becomes imperative to change the backup ring. The metal seat ring being of thin section and of large diameter, requires highly skilled technicians to effect satisfactory replacement.

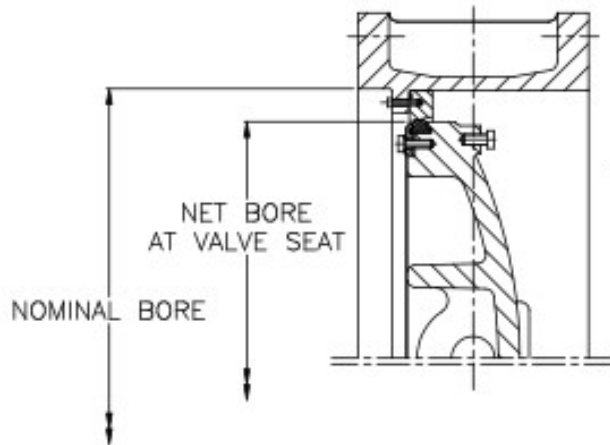


B. MONEL (Ni. ALLOY) DEPOSITED INTEGRAL SEAT IN BODY AND EPDM SEAL IN DISC

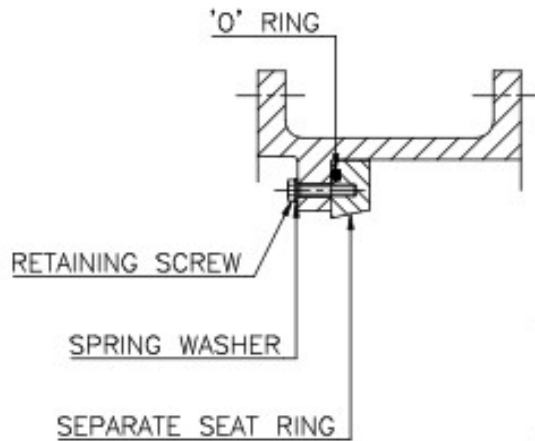
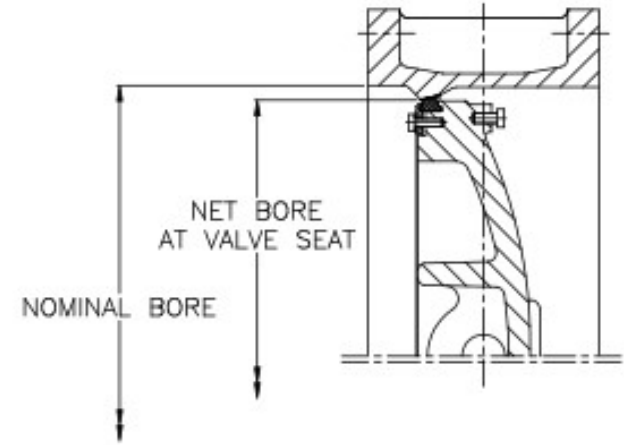
The arrangement with Monel weld deposited seat in body, eliminates the inherent problem separate seat ring design present. **Deposition of Monel** gets fused in the body and generates an **integral seat, machined fine and is good for life**. Monel is a nickel alloy having more than 60% nickel and 32% copper. This is highly resistant to corrosion even in adverse conditions, hence **provides full life without any replacement / maintenance**



SEPARATE SEAT RING V/s INTEGRAL SEAT IN A BUTTERFLY VALVE



It is seen that the separate seat ring projects/ protrudes deep inside the valve bore reducing the net bore area vis-a-vis the nominal bore. This leads to higher velocity & hence more head loss.



With the disc closed, there are chances of leakage beneath the separate seat ring. The 'o' ring or gasket will need replacement from time to time, shutdown required for replacement.

MORE PARTS, SO MORE INVENTORY

CORROSION LIKELY BENEATH SEAT RING & ALSO IN THE RING



GOOD FOR LIFE

MORE THAN 60% NICKEL THEREFORE CORROSION FREE

INTEGRAL MONEL SEAT