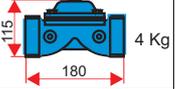
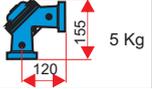
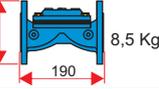
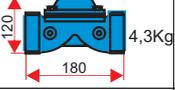
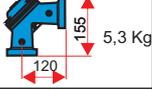
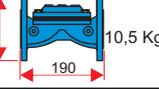
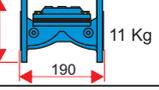
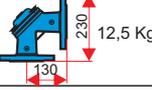
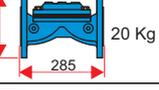
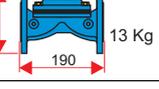
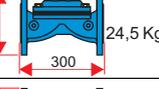
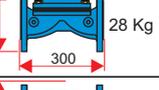
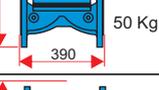
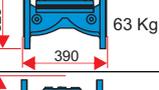
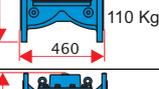
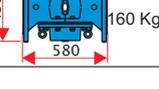
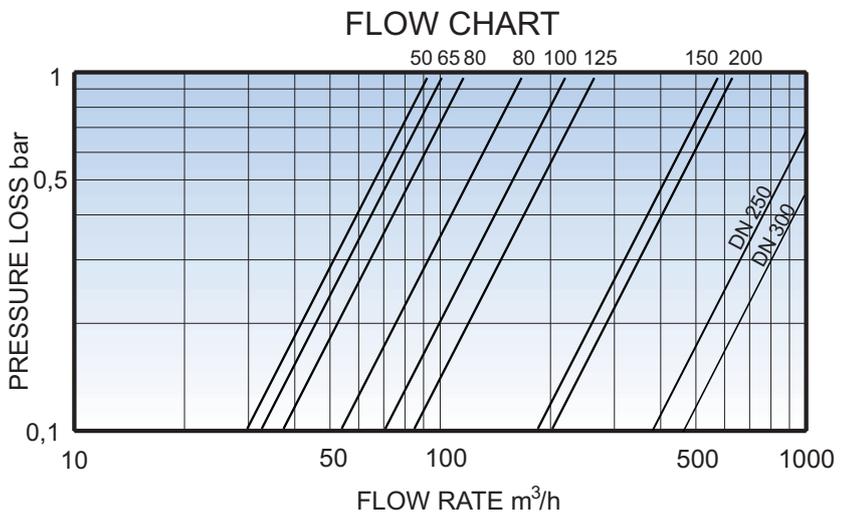
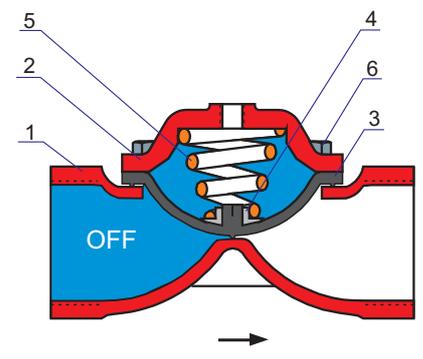


Hydraulic control valves are direct - sealing diaphragm valves activated by pipeline pressure. When in the control chamber pressure is equal to the pipeline pressure the rubber diaphragm closes the valve. The spring in the upper side of diaphragm helps valve to close regardless of pressure and flow conditions. Expanding the pressure from control chamber ,valve opens. The valve's only moving part is its diaphragm.

## TYPES AND DIMENSIONS OF BASIC VALVE

MATERIAL		CAST IRON GG 25 - DUCTILE IRON GGG 40				
mm	Inch	CODE	THREADED	THREADED ANGLE	FLANGED	FLANGED ANGLE
50	2	V 50-50	 4 Kg	 5 Kg	 8,5 Kg	 9,2 Kg
65	2 ½	V 65-50	 4,3Kg	 5,3 Kg	 10,5 Kg	 11,5 Kg
80	3	V 80-50			 11 Kg	 12,5 Kg
80	3	V 80-80			 20 Kg	
100	4	V 10-50			 13 Kg	
100	4	V 10-10			 24,5 Kg	
125	5	V 12-10			 28 Kg	
150	6	V 15-15			 50 Kg	
200	8	V 20-15			 63 Kg	
250	10	V 25-20			 110 Kg	
300	12	V 30-30			 160 Kg	

MATERIAL LIST		
1	Body	Cast iron GG 25 - GGG 40
2	Cover	Cast iron GG 25 - GGG 40
3	Diaphragm	NBR
4	Spring seat	POLYAMID
5	Spring	AISI 302
6	Nuts and bolts	Coated steel



**PR - V valve reduces the upstream pressure in a defined downstream pressure regardless of pressure and flow - rate fluctuations.**

PR - V valves are direct - sealing diaphragm valves, activated by line pressure and controlled by a adjustable 2- way pilot valve.

The pressure reducing pilot defines the desirable downstream pressure , according to the regulation that have been made by a regulated bolt.

The pilot senses the upstream and downstream pressure. Any **increase** in pressure causes partial closure of the pilot's water passage creating a corresponding pressure increase in valve's control chamber . This forces the diaphragm down reducing the downstream pressure.

Any **reduction** in pressure causes opening of pilot's water passage creating a corresponding reduction of pressure in control chamber. This causes a upward movement of the diaphragm increasing the downstream pressure.

DESCRIPTION	NORMES
Flanges	EN 1563 / EN 1092-2
Thread	BSP / NPT
Pressure	PN 10-16-25
Coating	Powder epoxy 250 µm DIN 30677
Testing	EN 1074-1-5