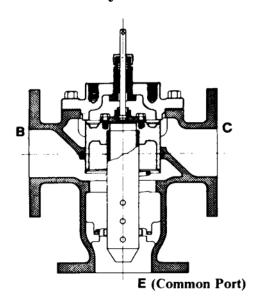


Sales Manual Section 170 PRODUCT SPECIFICATION "WD" (For CONTROL VALVE Service)

Valve Body Assembly Style "WD"



With stem up, B port is open With stem down, C port is open

Stem Packing	Rubber U-cup		
Available Actuators	VC-230A, VC-231A		

FEATURES

Balanced Sleeve Three-Way Type Sizes 2" thru 6"

GENERAL DESCRIPTION

This three-way valve has a balanced sleeve type poppet and is suitable where it is desired to open one line and close another by the operation of the actuator. This valve can be used for water, oil, calcium chloride brine or other liquid service.

When controlling circulation of cooling water or lubricating oil for an internal combustion engine, this valve is employed to bypass part of the cooling water or oil around the cooling system or heat exchanger.

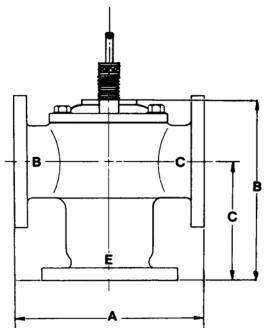
SPECIFICATIONS

End Connections	Drogg 150 lb ANSI flances
	Brass 150 lb. ANSI flanges3-way
Flow Characteristic	Quick-opening
Stem Connection	Quick-disconnect type
Body Material	Brass ASTM B62
Trim Material:	
	316 stainless steel
Plug	Brass ASTM B16
	Brass ASTM B62
<i>Pipe</i>	Brass ASTM B43
Seat	Integral seats brass ASTM B62
Maximum Pressure Drop	2" - 3", 40 psi.
	4" - 6", 25 psi.
Temperature Limit	200°F (93°C)

Val	ve Size	2	2 1/2	3	4	5	6
C	E - B	64	81	115	220	344	506
Cv	E - C	64	88	106	237	385	563
Valve Tra	vel, In. (mm)	.281 (7.13)	.416 (10.5)	.594 (15.08)	.626 (15.97)	.721 (18.31)	1.031 (26.19)



DIMENSIONS



Valve Size, In.	2	2 1/2	3	4	5	6
Dim. A, In. (mm)	8-5/8 (219)	10 (254)	10-1/2 (267)	15-7/8 (403)	19-1/4 (489)	23-1/2 (597)
Dim B, In. (mm)	9 (229)	10-1/8 (257)	10-3/8 (264)	1-13/16 (300)	17-3/16 (437)	19 (483)
Dim. C, In. (mm)	5-3/16 (132)	6-1/2 (165)	6-3/4 (171)	8-9/16 (217)	11-5/8 (295)	13-7/16 (341)

INSTALLATIONS

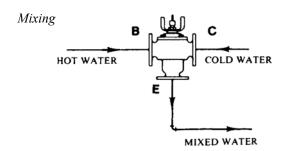


Figure 1: Illustrating a simple means for mixing hot and cold water where a rough mixing is suitable.

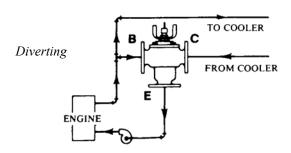


Figure 3: This drawing shows a method of controlling the cooling of engine lubricating oil.



Diverting

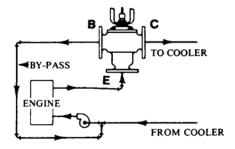


Figure 2: This drawing illustrates the most widely used method of cooling water control for internal combustion engines.

Robertshaw

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