Notes on the fitting, servicing and operation of OKE throttles, type R4 etc.

Throttle flaps are used to modify the rate of flow of liquids, gases and vapours. They must not be used as shut-off units.

When fitting a throttle it is necessary to ensure that the shaft of the flap has a horizontal orientation. The lower half of the flap should move against the flow as the flap is opened.
When fitting push-in throttle flaps, it must be ensured that the flap is fixed exactly between the flanges. The internal diameter of the connecting pipe must not be too small, since otherwise the restricted length would prevent the flap from opening.
It is essential that the flaps are fixed in such a way that they are not exposed to any vibrations or axial forces.
When fitting welded throttle flaps it is also necessary to ensure that the flap is open during the welding.

The throttle flaps are sealed against the shaft with high-pressure stuffing box packing, and it is essential that this is not totally enclosed. Its examination (at least 1x a month) and maintenance is a necessary part of operation of the throttle. Please avoid ever excessively tightening the union nut, since this would impair the function of the stuffing box, which could in turn result cause the flap to jam.

The exterior bearings of the shaft should be lubricated with roller bearing grease at regular intervals. If required, we will use long-life grease for the inner bearings, suitable for continuous operation at temperatures up to 220°C. Regreasing is not necessary under normal conditions.

The flap welds should be examined when the plant makes its being tested. No liability can be accepted for faults that are not discovered until after commissioning.