

Husky 5072

Flanged D4 1 1/4" Trim

D4 Valve
June 2011

Instruction Manual D103042X012

Fisher® D4 Control Valve Assembly

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Figure 1. Fisher D4 Control Valve



W8531

Introduction

Scope of Manual

This instruction manual provides installation, maintenance, and parts information for the Fisher D4 control valve.

Do not install, operate, or maintain a D4 control valve without being fully trained and qualified in valve, actuator, and accessory installation, operation, and maintenance. To avoid personal injury or property damage, it is important to carefully read, understand, and follow all the contents of this manual, including all safety cautions and warnings. If you have any questions about these instructions, contact your Emerson Process Management sales office before proceeding.

Description

The D4 control valve is a compact, rugged valve designed primarily for high-pressure throttling applications. This valve is ideal for use on pressure and flow control applications within the oil and gas production industry. The D4 valve also makes an excellent dump valve for high-pressure separators and scrubbers.

The D4 control valve meets the metallurgical requirements of NACE MR0175/ISO 15156 without environmental limits for temperatures below 135°C (275°F). If the temperature is above 135°C (275°F), the N07718 Belleville washers will impose some limits, as shown in table 3.



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Table 2. Valve Sizes and Connection Styles

VALVE SIZE, NPS	PORT DIAMETER, (INCHES)	SCREWED	RAISED FACE (RF) FLANGED				RING TYPE JOINT (RTJ) FLANGED	
		4250 psi	CL150	CL300	CL600	CL900 and CL1500	CL600	CL900 and CL1500
1	0.25, 0.375, 0.5, 0.75	X	X	X	X	X	X	X
2	0.25, 0.375, 0.5, 0.75, 1, 1.25	X	X	X	X	X	X	X

X = Available construction.

Table 3. D4 Environmental Limits for NACE MR0175/ISO 15156 with Sour Trim

MAXIMUM TEMPERATURE		MAXIMUM H ₂ S PARTIAL PRESSURE		COMPATIBLE WITH ELEMENTAL SULFUR?
°C	°F	MPa	psia	
232	450	0.2	30	No
204	400	1.4	200	No
199	390	2.3	330	No
191	375	2.5	360	No
149	300	2.8	400	No
135	275	No Limit		Yes

Table 4. Maximum Shutoff Pressure Drops⁽¹⁾ for Fisher D4 Control Valves (Spring-to-Close) When Used with Typical Control Instrumentation⁽²⁾

When Used with Typical Control Instrumentation (2)														
INPUT SIGNAL TO ACTUATOR		0 to 1.2 Bar (0 to 18 Psig)		0 to 1.4 Bar (0 to 20 Psig)		0 to 2.0 Bar (0 to 30 Psig)		0 to 2.3 Bar (0 to 33 Psig)		0 to 2.4 Bar (0 to 35 Psig)		0 to 3.4 Bar (0 to 50 Psig)		
SPRING		Light Rate						Heavy Rate						
INITIAL SPRING SETTING		0.77 Bar (11.2 Psig)		0.77 Bar (11.2 Psig)		0.85 Bar (12.4 Psig)		1.05 Bar (15.3 Psig)		1.18 Bar (17.1 Psig)		1.18 Bar (17.1 Psig)		
PORT DIAMETER		Maximum Pressure Drop												
mm	Inches	Bar	Psi	Bar	Psi	Bar	Psi	Bar	Psi	Bar	Psi	Bar	Psi	
6.4	0.25	293 ⁽³⁾	4250 ⁽³⁾	293 ⁽³⁾	4250 ⁽³⁾	293	4250	293	4250	293	4250	293	4250	
9.5	0.375	293 ⁽³⁾	4250 ⁽³⁾	293 ⁽³⁾	4250 ⁽³⁾	293	4250	293	4250	293	4250	293	4250	
12.7	0.5	191	2765	191	2765	219	3180	288	4180	293	4250	293	4250	
19.1	0.75	80	1160	80	1160	92	1340	123	1785	143	2080	143	2080	
25.4	1	42	610	42	610	49	715	67	965	78	1130	78	1130	
31.8	1.25	25	365	25	365	30	430	41	590	48	700	48	700	
1. The pressure or temperature limits in the referenced tables and any applicable ASME code limitations should not be exceeded.														
2. For example, use the column marked 0-1.4 bar (0-20 psig) for a 0.21-1.0 bar (3-15 psig) pneumatic controller with 1.4 bar (20 psig) supply pressure.														
3. For applications with downstream pressure in excess of 196 bar (2845 psig), use 196 bar (2845 psig) for Maximum Shutoff Pressure.														

1. The pressure or temperature limits in the referenced tables and any applicable ASME code limitations should not be exceeded.
2. For example, use the column marked 0-1.4 bar (0-20 psig) for a 0.21-1.0 bar (3-15 psig) pneumatic controller with 1.4 bar (20 psig) supply pressure.
3. For applications with downstream pressure in excess of 196 bar (2845 psig), use 196 bar (2845 psig) for Maximum Shutoff Pressure.

Table 5. Maximum Shutoff Pressure Drops⁽¹⁾ for Fisher D4 Control Valves (Spring-to-Close) When Used with Instrumentation with Restricted Output Range⁽²⁾

INPUT SIGNAL TO ACTUATOR		0.4 to 2.0 Bar (6 to 30 Psig)		0.14 to 2.3 Bar (2 to 33 Psig)	
SPRING		Heavy Rate		Heavy Rate	
INITIAL SPRING SETTING		0.97 Bar (14.0 Psig)		1.17 Bar (17.0 Psig)	
PORT DIAMETER		Maximum Pressure Drop			
mm	Inches	Bar	Psi	Bar	Psi
6.4	0.25	293 ⁽³⁾	4250 ⁽³⁾	293	4250
9.5	0.375	210 ⁽³⁾	3045 ⁽³⁾	293	4250
12.7	0.5	113	1635	282	4095
19.1	0.75	45	655	120	1750
25.4	1	23	330	65	945
31.8	1.25	13	185	39	580

1. The pressure or temperature limits in the referenced tables and any applicable ASME code limitations should not be exceeded.

2. For example, an Electro-Pneumatic Transducer calibrated for 0.4-2.0 bar (6-30 psig) output pressure.

3. For applications with downstream pressure in excess of 118 bar (1715 psig), use 118 bar (1715 psig) for Maximum Shutoff Pressure.

1. The pressure or temperature limits in the referenced tables and any applicable ASME code limitations should not be exceeded.
2. For example, an Electro-Pneumatic Transducer calibrated for 0.4-2.0 bar (6-30 psig) output pressure.
3. For applications with downstream pressure in excess of 118 bar (1715 psig), use 118 bar (1715 psig) for Maximum Shutoff Pressure.

⚠ WARNING

When ordered, the valve configuration and construction materials were selected to meet particular pressure, temperature, pressure drop, and controlled fluid conditions. Responsibility for the safety of process media and compatibility of valve materials with process media rests solely with the purchaser and end-user. Since some body/trim material combinations are limited in their pressure drop and temperature ranges, do not apply any other conditions to the valve without first contacting your Emerson Process Management sales office.

⚠ WARNING

Avoid personal injury or property damage caused by possible actuator failure. The use of a rigidly-mounted support on the actuator casing may cause additional stress on the actuator leading to premature wear and/or failure of the actuator components.

CAUTION

To avoid product damage, inspect the valve before installation for any damage or any foreign material that may have collected in the valve body. Also remove any pipe scale, welding slag, or other foreign material from the pipeline.

1. Before installing the control valve assembly, inspect it for any damage and for any foreign material that may have collected in the valve body.
2. Remove any pipe scale, welding slag, and other foreign material from the pipeline.
3. The control valve can be installed in any position, but normally the actuator is vertical above the valve. Install the valve so the flow direction arrow on the side of the valve indicates the direction of the process flow.
4. Install the valve following local and national piping codes when they apply to the application. For screwed connections, treat the external pipe threads with a good grade pipe compound. For flanged valves, use suitable gaskets between valve and pipeline flanges.
5. If continuous operation is required during maintenance and inspection, install a conventional three-valve bypass around the valve.
6. Connect loading pressure for the Spring-to-Open configuration to the 1/4-18 NPT connection in the upper casing assembly (key 23) as shown in figure 5. The Spring-to-Close configuration loading pressure connection is in the lower casing assembly (key 39) as shown in figure 4.

Spring Adjustment

The spring has a fixed pressure span over which loading pressure will stroke the valve. Adjustment of the spring compression shifts the span so that more or less loading pressure is required to start travel. Since the span does not change, there will be a corresponding increase or decrease in the pressure requirements at the end of the valve stroke.

In order to maximize shutoff pressure drop values, the actuator spring must be accurately adjusted for each Input Signal Pressure Range. If the actuator has been disassembled or pressure conditions have changed, the spring may require adjustment. Refer to tables 2 and 4 to determine the Initial Spring Set values based on the Input Signal range that is available to the actuator. These values include packing friction.

Disassembly

1. Remove the loading pressure tubing and any accessories that may hamper disassembly.
2. Break the hammer nut (key 6) loose with a hammer. Continue turning the hammer nut by using a hammer or a large adjustable wrench, tightened around one ear of the hammer nut. If the bonnet is stuck on the valve, continue to unscrew the hammer nut. The hammer nut will contact the spring pins (key 7) and will force the bonnet out of the valve. Carefully lift the actuator, bonnet, and valve plug assembly from the valve body.

⚠ WARNING

The spring pins must always be in place during valve operation. They provide a safeguard against injury when the unit is being disassembled.

3. Use a socket wrench to loosen the seat ring (key 3).
4. Remove the seat ring (key 3) and seat ring gasket (key 9) from the valve body.
5. Inspect parts for wear or damage that would prevent proper operation of the valve body. Carefully clean the seat ring gasket surfaces and seat ring threads.

⚠ WARNING

Be careful to avoid damaging the seating surface on the valve plug or seat ring as damage in these areas will allow excessive leakage at shutoff. Avoid damaging the highly polished valve stem surface. A damaged valve stem could cut the packing and allow process fluid to leak to the atmosphere.

Table 8. Torque for Seat Ring (Key 3)

VALVE SIZE	RECOMMENDED TORQUE	
	N•m	Lbf•ft
NPS		
1	407	300
2	698	515

6. **For spring-to-close only:** To remove the valve plug (key 2), drive out the groove pin (key 4) and unscrew the valve plug from the stem (key 47). If the groove pin (key 4) is not exposed, verify that downward movement of the stem is not restricted by instrument linkages attached to the stem (key 47).

If the valve plug cannot be easily unscrewed from the stem, use a punch to keep the stem from turning as the plug is removed.

7. **For spring-to-open only:** To remove the valve plug (key 2), first remove the spring case assembly (key 27). Remove the adjustment screw nut (key 44), the upper spring seat (key 29), and the spring (key 30). Push the adjustment stem (key 31) fully downward until the diaphragm plate (key 40) contacts the cap screws (key 38), exposing the groove pin (key 4) in the plug. If the groove pin (key 4) is not exposed, verify that downward movement of the stem is not restricted by instrument linkages attached to the stem (key 47). Drive out the groove pin (key 4) and unscrew the valve plug from the stem (key 47).

If the valve plug cannot be easily unscrewed from the stem, use a punch to keep the stem from turning as the plug is removed.

Assembly

1. Make sure the bonnet O-ring (key 8) is on the bonnet and lubricated with lithium grease (key 49).

Figure 2. Fisher D4 Packing Installation

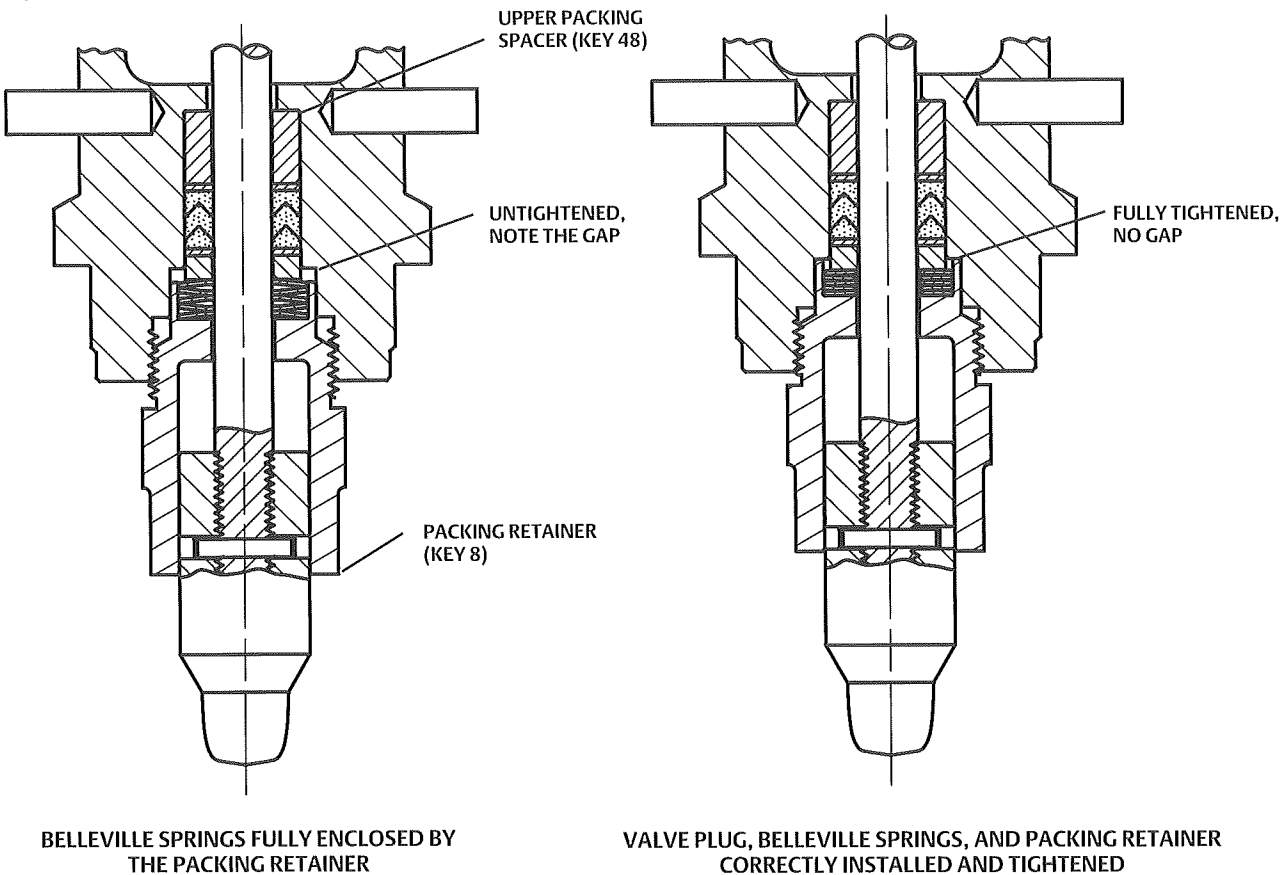
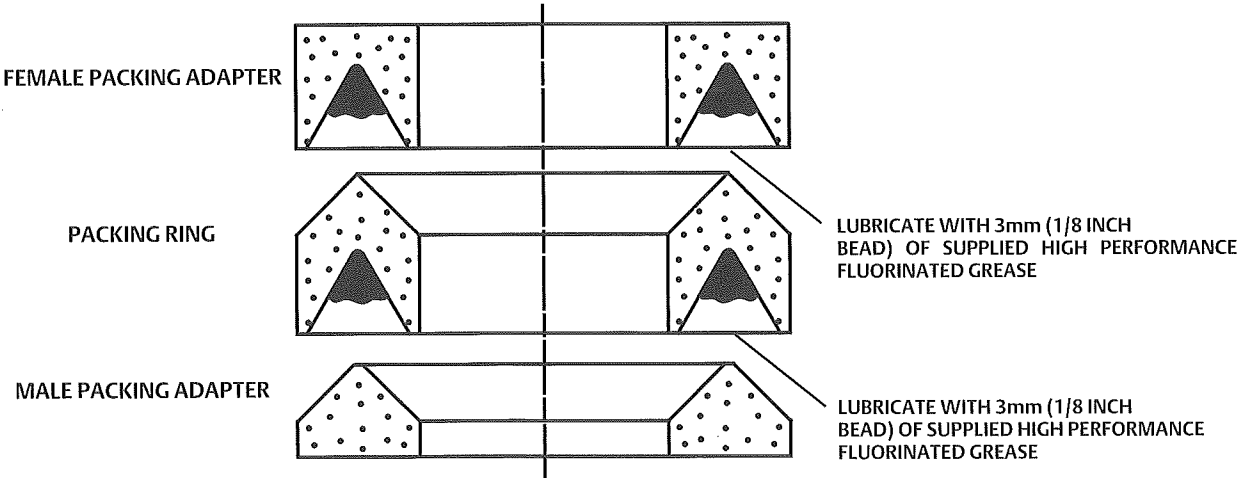


Figure 3. Lubrication Locations on Packing



Refer to figure 4.

Before disassembling the actuator, disassemble the valve plug, seat ring, and packing according to instructions in this manual.

Disassembly

1. Loosen the adjusting screw nut (key 44) and turn the adjusting screw (key 31) counterclockwise to remove all spring compression.
2. Unscrew the casing cap screws and hex nuts (keys 45 and 46), and remove the upper casing assembly (key 23) from the lower casing (key 39).
3. Remove the spring seat (key 29) and actuator spring (key 30).
4. Lift out the diaphragm, diaphragm plate, and stem assembly. Remove the travel indicator (key 32) when the bottom of the stem enters the yoke window.
5. To replace the diaphragm (key 15), separate the diaphragm assembly by using a wrench on the hex nuts (key 42) to unscrew the assembly.
6. Separate the parts--diaphragm washer, actuator O-ring (keys 41 and 25), diaphragm, and diaphragm plate, (keys 15 and 40).
7. Inspect the diaphragm and the actuator O-ring for damage or deterioration, and replace if necessary. If the diaphragm is replaced, a new O-ring should also be installed.
8. Inspect the stem O-ring (key 19) and bonnet bushing (key 20); replace if necessary. To inspect the casing O-ring (key 18), remove the cap screws (key 38) and lift off the lower casing (key 39). Replace the O-ring if necessary.
9. If the hammer nut needs to be removed from the bonnet, the spring pins (key 7) can be removed with locking pliers.

Assembly

1. Before starting assembly, make sure all parts are clean and in good condition. There should be no burrs or sharp edges on any threads or surfaces that might cut or damage an O-ring, bushing, the packing, or the diaphragm. When replacing O-rings and bushings, be sure the O-ring or bushing groove is clean and undamaged. Using a general purpose lubricant (key 49), lubricate all bushings and O-rings and the threads of parts that have to pass through the bushings and O-rings.

CAUTION

The threads on factory-produced valve stems have been specially machined to avoid O-ring, bushing, or packing damage during trim maintenance. Use of other than a factory-produced valve stem may result in early stem O-ring, bushing, and packing failure.

Note

Do not lubricate cap screws (key 38) before inserting them in the following procedure.

2. Place the hammer nut and spring pins on the bonnet, if removed. Install the casing O-ring (key 18), the stem O-ring (key 19), and the bonnet bushing (key 20). Position the lower casing (key 39) on the bonnet. Insert the nonlubricated cap screws (key 38), and torque to 49 N•m (36 lbf•ft).

⚠ WARNING

The spring pins must always be in place during valve operation. They provide a safeguard against injury when the unit is being disassembled.

8. If the hammer nut needs to be removed from the bonnet, the spring pins (key 7) can be removed with locking pliers.

Assembly

1. Before starting assembly, make sure all parts are clean and in good condition. There should be no burrs or sharp edges on any threads or surfaces that might cut or damage an O-ring, bushing, the packing, or the diaphragm. When replacing O-rings and bushings, be sure the O-ring or bushing groove is clean and undamaged. Using a general purpose lubricant (key 49), lubricate all bushings and O-rings and the threads of parts that have to pass through the bushings and O-rings.

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The threads on factory-produced valve stems have been specially machined to avoid O-ring, bushing, or packing damage during trim maintenance. Use of other than a factory-produced valve stem may result in early stem O-ring, bushing, and packing failure.

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2. Place the hammer nut and spring pins on the bonnet, if removed. Install the casing O-ring (key 18), the stem O-ring (key 19), and the bonnet bushing (key 20). Position the lower casing (key 39) on the bonnet. Insert the nonlubricated cap screws (key 38), and torque to 49 N•m (36 lbf•ft).
3. Assemble the diaphragm plate assembly. Place the patterned side of the diaphragm (key 15) against the diaphragm plate (key 40). Be sure to turn the diaphragm washer (key 41) so that the side that is beveled on the inside diameter is against the O-ring (key 25). Also, make sure that it is assembled for installation with the diaphragm on the loading pressure side and the lockwasher (key 43) and diaphragm washer (key 41) are on the upper side.

⚠ WARNING

The spring pins must always be in place during valve operation. They provide a safeguard against injury when the unit is being disassembled.

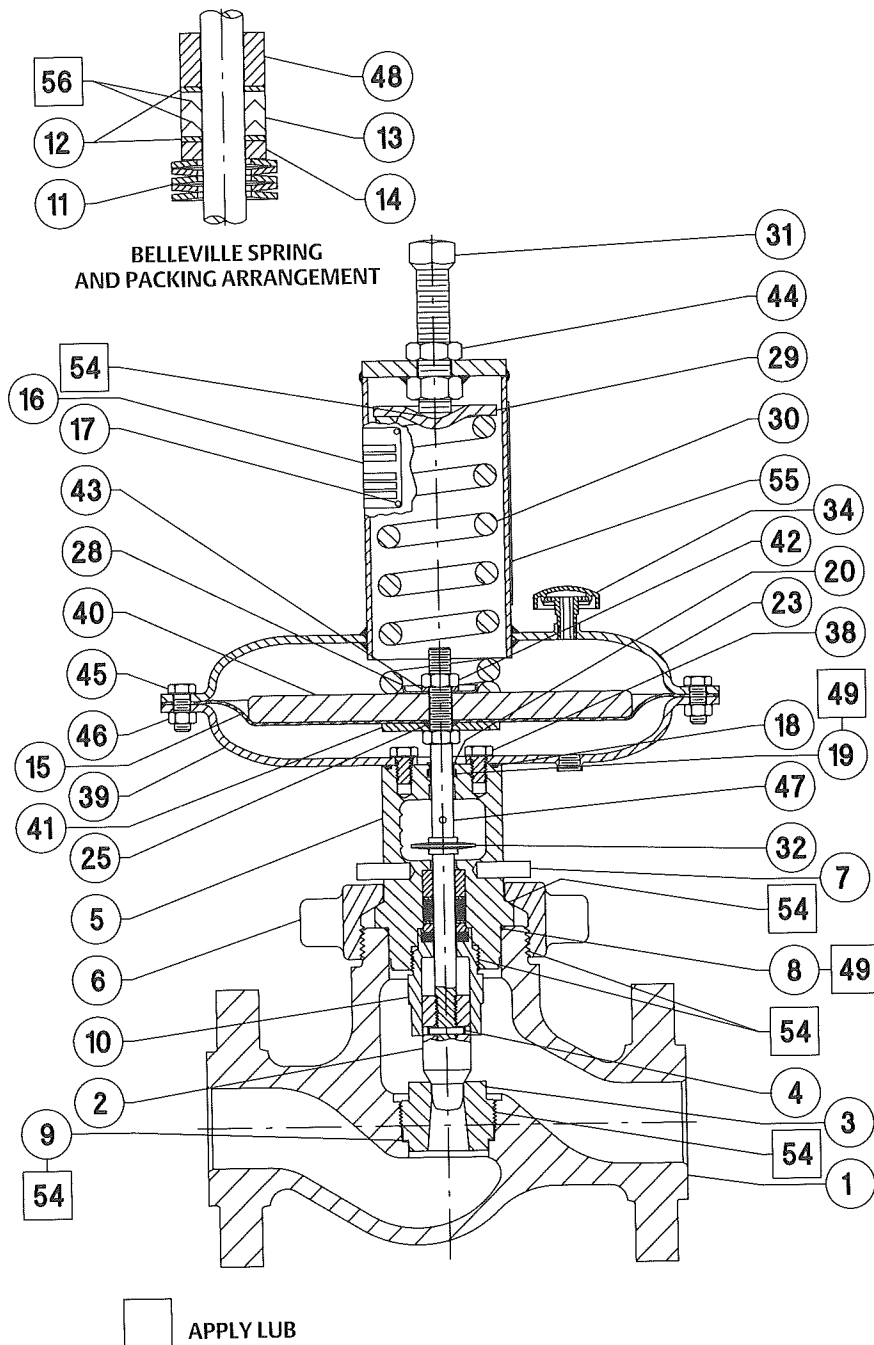
4. Fasten the diaphragm and diaphragm plate assembly on the stem with hex nuts (key 42). Place the diaphragm and diaphragm plate, and stem assembly into the lower casing and bonnet. Install the travel indicator (key 32) on the stem as the bottom of the stem enters the yoke window.
5. Screw the adjusting stem (key 31) onto the stem (key 47) and secure the cotter pin (key 36). Make sure the bushing and O-ring are in place in the upper casing.

CAUTION

Over-tightening the diaphragm casing cap screws and nuts (keys 45 and 46) can damage the diaphragm. Do not exceed 27 N•m (20 lbf•ft) torque.

6. Position the upper casing (key 23) on the lower casing (key 39). Insert the cap screws (key 45) and tighten the hex nuts (key 46). Torque the casing cap screws evenly to 27 N•m (20 lbf•ft) using a crisscross pattern.

Figure 4. Fisher D4 Valve Assembly (Spring-to-Close)



GE02332-C

Repair Kits

Note

All repair kits are supplied with hydrogenated nitrile bonnet O-ring. FKM (fluorocarbon) bonnet O-ring must be ordered separately when required.

Description	Part Number
* Packing Repair Kit Includes key numbers 4, 8, 12 (2 req'd), 13, and high performance fluorinated grease	RD4X0000012
* Actuator Repair Kit Includes key numbers 4, 8, 12 (2 req'd), 13, 15, 18, 19, 20, 25, 26, 36, 53, and high performance fluorinated grease	RD4X0000022

Parts List

Note

For part numbers not shown, contact your Emerson Process Management sales office.

Key	Description	Part Number
1	Valve Body	
2*	Valve Plug	
	S41000 / S41600 HT	
	NPS 1 valve	20C3692X012
	0.25 inch port diameter	20C3693X012
	0.375 inch port diameter	20C3694X012
	0.5 inch port diameter	GE01557X012
	0.75 inch port diameter	
	NPS 2 valve	GE00992X012
	0.25 inch port diameter	GE00993X012
	0.375 inch port diameter	GE00994X012
	0.5 inch port diameter	GE01558X012
	0.75 inch port diameter	GE01561X012
	1-inch port diameter	GE01555X012
	1.25 inch port diameter	
	S17400 H1150 DbI	
	NPS 1 valve	20C3692X032
	0.25 inch port diameter	20C3693X032
	0.375 inch port diameter	20C3694X032
	0.5 inch port diameter	GE01557X032
	0.75 inch port diameter	
	NPS 2 valve	GE00992X032
	0.25 inch port diameter	GE00993X032
	0.375 inch port diameter	GE00994X032
	0.5 inch port diameter	GE01558X032
	0.75 inch port diameter	GE01561X032
	1-inch port diameter	

Key	Description	Part Number
	1.25 inch port diameter	GE01555X032
	Tungsten Carbide	
	NPS 1 valve	20C3696X012
	0.25 inch port diameter	20C3697X012
	0.375 inch port diameter	20C3698X012
	0.5 inch port diameter	20C3699X012
	0.75 inch port diameter	
	NPS 2 valve	20C3682X012
	0.25 inch port diameter	20C3683X012
	0.375 inch port diameter	20C3685X012
	0.5 inch port diameter	20C3686X012
	0.75 inch port diameter	20C3687X012
	1-inch port diameter	20C3688X012
	1.25 inch port diameter	
3*	Seat Ring	
	S17400 H1150 DbI	
	NPS 1 valve	GE00982X032
	0.25 inch port diameter	GE00983X032
	0.375 inch port diameter	GE00984X032
	0.5 inch port diameter	GE00985X032
	0.75 inch port diameter	
	NPS 2 valve	GE00986X032
	0.25 inch port diameter	GE00987X032
	0.375 inch port diameter	GE00988X032
	0.5 inch port diameter	GE00989X032
	0.75 inch port diameter	GE00990X032
	1-inch port diameter	GE00991X032
	1.25 inch port diameter	
	Tungsten Carbide	
	NPS 1 valve	GE07347X012
	0.25 inch port diameter	GE07363X012
	0.375 inch port diameter	GE07364X012
	0.5 inch port diameter	GE07365X012
	0.75 inch port diameter	
	NPS 2 valve	GE07389X012
	0.25 inch port diameter	GE07394X012
	0.375 inch port diameter	GE07397X012
	0.5 inch port diameter	GE07398X012
	0.75 inch port diameter	GE07399X012
	1-inch port diameter	GE07406X012
	1.25 inch port diameter	GE01163X012
4*	Groove Pin	
5	Bonnet	
6	Hammer Nut	
7	Spring Pin	
8*	Bonnet O-ring	
	Hydrogenated Nitrile	10C3680X012
	-46 to 149°C (-50 to 300°F)	10C3680X022
	FKM, -23 to 204°C (-10 to 400°F)	
9*	Seat Ring Gasket	1B198636042
	For NPS 1 valve	1B198836042
	For NPS 2 valve	
10	Packing Retainer	
11	Belleville Springs, 5 req'd	12B6335X022
12*	Anti-Extrusion Washer, 2 req'd	12B6667X012
13*	Packing Set	
14	Packing Spacer	22B3521X012
15*	Diaphragm	
16	Nameplate	
17	Drive Screw	1F9141X0142
18*	Casing O-ring	1K7561X0072
19*	Stem O-ring	1A7112X012
20*	Bonnet Bushing	
23	Upper Casing Assembly	

Appendix A

Note

These instructions apply to valves manufactured with serial numbers less than 18679262.

Valve Packing

WARNING

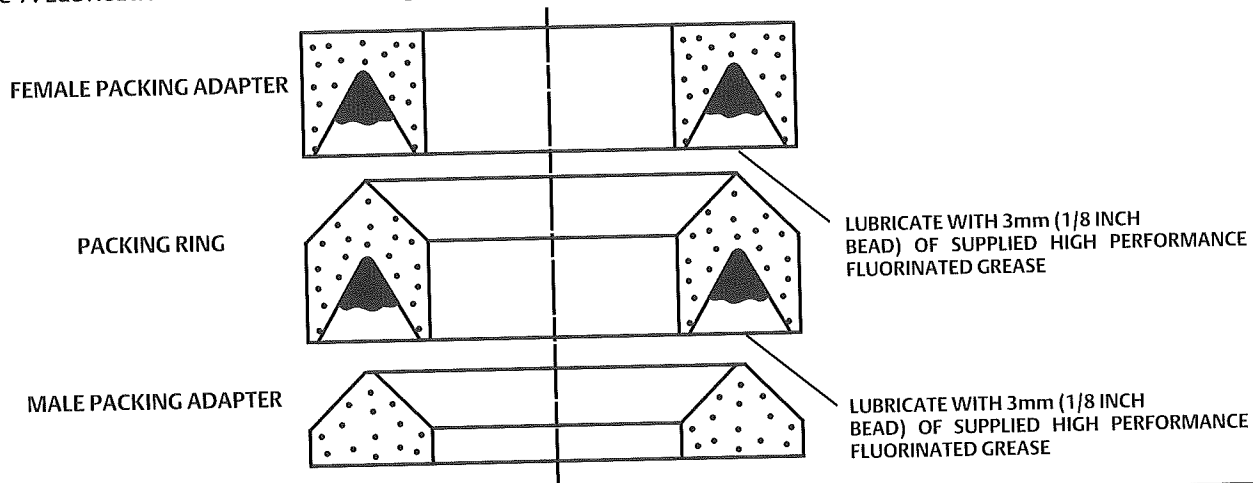
Observe the warning at the start of the Maintenance section.

The valve stem packing can only be accessed from within the valve body. If packing maintenance is required, first disassemble per steps 1, 2, and 6 or 7 in the Valve Plug and Seat Ring Disassembly section of this document.

Disassembly

1. Loosen the packing retainer locknut (key 22) with a spanner wrench or with a punch and hammer.
2. Unscrew the packing retainer (key 10) from the bonnet (key 5).
3. Remove the three Belleville springs (key 11), packing spacer (key 14), packing (key 13), and two anti-extrusion rings (key 12) from the bonnet, using a formed wire hook.
4. Clean and inspect the packing box wall to ensure that the packing surfaces are not damaged. If the surface condition is damaged, and cannot be improved by light sanding, replace the bonnet by contacting your Emerson Process Management sales office.
5. Inspect the valve stem for scratches or wear, and valve plug for wear or damage. Replace if necessary.

Figure 7. Lubrication Locations on Packing



Assembly

Refer to figures 6 and 7.

1. Install new packing and Belleville springs according to the packing arrangement shown in figure 6.
2. Using a non-marring installation tool, such as a 12-inch length of 1/2 inch PVC pipe, push the first anti-extrusion washer (key 12) fully into the packing box by hand. Then, use the packing spacer (key 14) to fully seat the anti-extrusion washer by firmly tapping the packing spacer against the anti-extrusion washer with a hammer and the PVC pipe.
3. Remove the packing spacer from the packing bore.

CAUTION

All D4 packing kits include a single use packet of high performance fluorinated grease. This is the only acceptable D4 packing lubricant.

Note

In the following procedure, carefully install each packing ring individually over the valve stem and push completely into the packing box with a non-marring tube. A 12-inch length of 1/2 inch PVC pipe works well for this. It is recommended that the lubricated packing rings be installed individually rather than pushed in as a set.

4. Apply a 3mm (1/8 inch) bead of the supplied high performance fluorinated grease (key 44) around the groove of the female packing adaptor as shown in figure 7 and install over the valve stem (key 16).
5. Apply a 3mm (1/8 inch) bead of the supplied high performance fluorinated grease (key 44) around the groove of the packing ring as shown in figure 7 and install over the valve stem.
6. Install the male packing adaptor, lower anti-extrusion washer (key 10), and lower packing spacer over the valve stem as shown in figure 6.
7. Firmly press all packing parts into the packing bore with a tube.

