



DARLEY AUTOVALVE SPECIFICATION

The AutoValve is a user programmable valve system to be used in Compressed Air Foam systems, powered by 12 volt or 24 volt battery power. The AUTOVALVE shall have predetermined flow settings for a water and air valve by operation of the flow buttons. The system shall operate several modes of flow choices:

- AIR ONLY
- DRY C.A.F.
- WET C.A.F.
- H2O (Water Only)

Presets for the Dry and Wet settings will be completely programmable in 100 incremental set points. In addition to the memorized presets, the system will have the ability to open or shut the water valve to any choice of flow range between closed and fully open valve under normal CAFS operation. The digital display will interpret the water valve opening percentage and display that percentage on the controller screen.

The valves and actuator will be rated to the following specifications;

- 1) Totally **sealed and waterproof** to a NEMA 6P rating
- 2) CF8M body w / 316 ball and stem *
- 3) PTFE seats and stem packing *
- 4) Compact Design
- 5) 3-piece Swing out style
- 6) Full Port valve water way
- 7) Valve body rated to 1000 psi max. *
- 8) Manually Over ride able *
- 9) * 1.5" valve - 170 GPM @ 1 CV
- 10) * 2" Valve – 376 GPM @ 1 CV
- 11) 2.5" Valve – Akron
- 12) 3" Valve – Akron

The AUTOVALVE shall have a “Slug Flow Interlock” safety feature which is designed to prevent the slug flow that occurs when water and air are mixed in a CAF system without foam concentrate. This requires a signal from the foam concentrate proportioning system (Foam Pro 2001) to enable the “*DRY C.A.F.*” and “*WET C.A.F.*” operational modes. If the proportioner signal is not present when engaging the “*DRY C.A.F.*” or “*WET C.A.F.*” modes, the system will automatically engage the “*WATER*” mode

An optional pressure transducer shall be available and designed to send pressure signals to the digital display of the Autovalve controller. It can display in either “bar” or “psi”. The sender shall be all stainless steel and rated to 1000 psi. It shall be thermally stable at all common flow temperatures of a fire truck and be accurate to 1% of the actual pressure.

