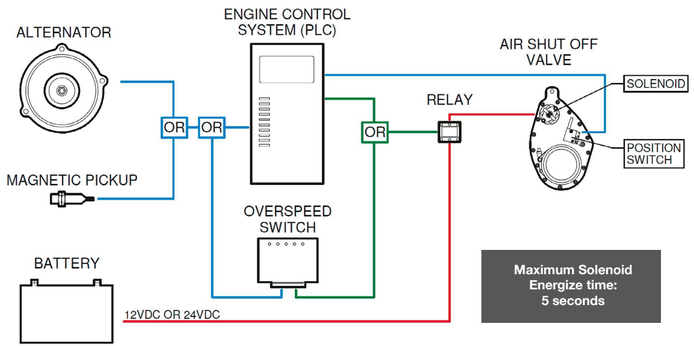
Electrical connection scheme

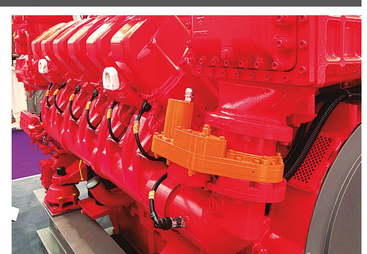


Applications

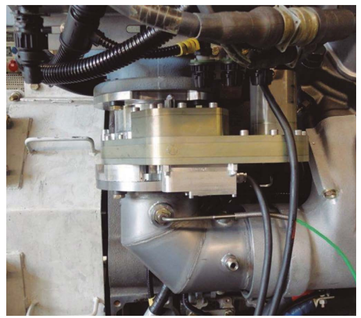
For the Markets where combustible gas, vapours or dust can exist.

- ✓ Oil & Gas
- ✓ Mining
- ✓ Petrochemical
- ✓ Marine
- ✓ Power generation
- ✓ Transport

Conventional shutdown alternatives such as, cutting off the engine's fuel to prevent overspeed, are often ineffective. Only installing shut off valves as the Gali, it is possible to assure the complete stop of the engine in a very short time.



GALI Air Shut Off Valve

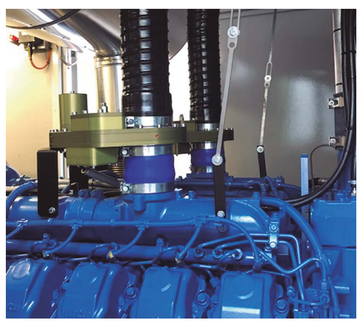


Our valves have been designed and developed to solve the common and repetitive problems find with other valves on the market such as: broken parts due to vibrations of the engine, low resistance to high temperatures, etc.

Our long experience and deep collaboration with engines makers allowed us to develop the most reliable and safe valve existing on the market:

- High resistance to the vibrations.
- Good resistance to high temperatures (after turbo installation).
- No leakages with high-pressure air (up to 5 bar).

We provide manual, electric, pneumatic and hydraulic trip operating methods.



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Technical Solutions since 1951

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Air Shut Off Valves

Applications

Hydrocarbons which are potentially present in the atmosphere can become a real problem when attempting to make a controlled stop of an internal combustion engine.

These hydrocarbons may be sucked in by the engine air intake system and produce acceleration and the loss of speed control with the subsequent risk of explosion or deflagration. The ordinary stopping methods (for example, shutting of the fuel flow) may be quite useless, leaving the engine running without any possibility of stopping.

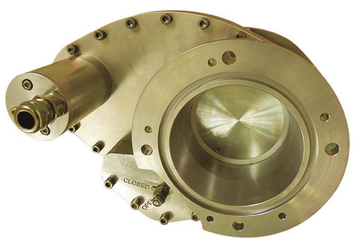
The Gali valve allows the automatic closing of the engine's air intake, increasing safety in places such as offshore oil platforms, engine rooms on-board ships and on land, and petrochemical refineries and plants.

They are also employed for engine isolation in installations of in-line engines with centralised exhaust systems and for closing a wide variety of piping, provided that the actual closing does not have to be fully sealed.

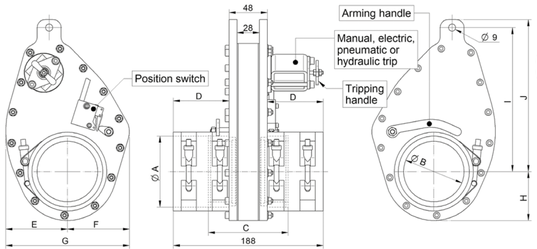
Advantages

- ✓ Special guillotine-design (Swing Valve).
  - • Extremely fast closing process.
  - • No impairment of the flow properties.
  - • With the flap closed no pressure conditional opening possible.
- ✓ Mountable on the pressure and the suction side.
- ✓ Suitable boost pressure max. 5 bar.
- ✓ Extremely lightweight design.
- ✓ Very compact design.
- ✓ Easy installation and handling.
- ✓ Wide range of applications up to 13" (larger on request).
- ✓ Useable in most types of motor.
- ✓ On demand with corresponding intake manifolds.
- ✓ Operating temperature range -20°C to +200°C. (On request: -40°C up to +260°C)

"Special versions (eg. ATEX) on request."



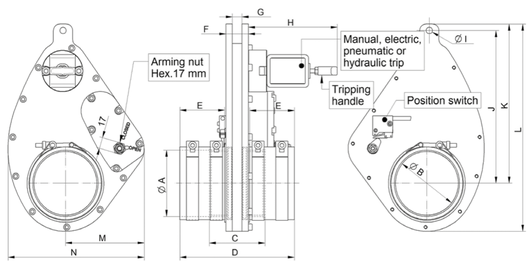
Dimensions



Positive Safety Available for 2" & 3"

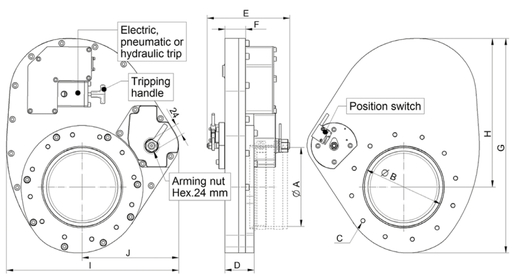
2" & 3" AIR SHUT OFF VALVES DIMENSIONS (mm)													
Size	A	B	C	D	E	F	G	H	I	J	Weight	Max working pressure
2"	Ø50 - Ø60 - Ø64 - *	51	90	70	57,5	59,5	117	47,5	147	157,5	2,5 kg	3,5 bar
3"	Ø70 - Ø76 - Ø89 - *	76	100	70	77	78	155	61,5	180	190	3,6 kg	3,5 bar

* Other dimensions on request.



4" & 5" AIR SHUT OFF VALVES DIMENSIONS (mm)																
Size	A	B	C	D	E	F	G	H	I	J	K	L	M	N	Weight	Max working pressure
4"	Ø102 - *	98	87	70	70	35	15	140	10	135	245	319	123	213	5,6 kg	3,5 bar
5"	Ø120 - Ø151*	127	110	180	80	40	-	140	-	-	267	371	150	272	11 kg	4 bar

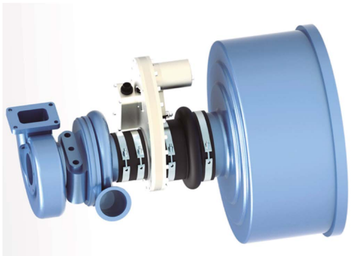
* Other dimensions on request.



7", 8", 10 & 12" AIR SHUT OFF VALVES DIMENSIONS (mm)											
Size	A	B	C	D	E	F	G	H	I	J	Weight	Max working pressure
7"	On request	178	On request	45 Mini	180	45	463	320	374	210	19 kg	4 bar
8"	On request	203	On request	45 Mini	180	45	524	370	436	240	26 kg	4 bar
10"	On request	254	On request	45 Mini	170	45	645	460	518	276	27 kg	1 bar
12"	On request	305	On request	45 Mini	200	45	760	542	623	345	46 kg	4 bar

Installations on the engine

After intake filter



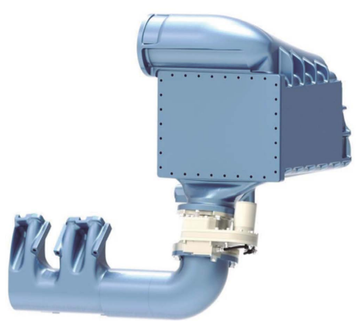
ASOv is installed on turbocharger with flexible hose and band clamps or flanged on turbocharger.

Directly installed on air intake filter with 1 flexible hose and band clamps.

Between turbocharger & aftercooler

ASOv is installed after turbocharger with Vclamps or flanged on turbocharger.

Between aftercooler & intake manifold



ASOv is fixed by flange on intercooler.

Design of flanges on request.