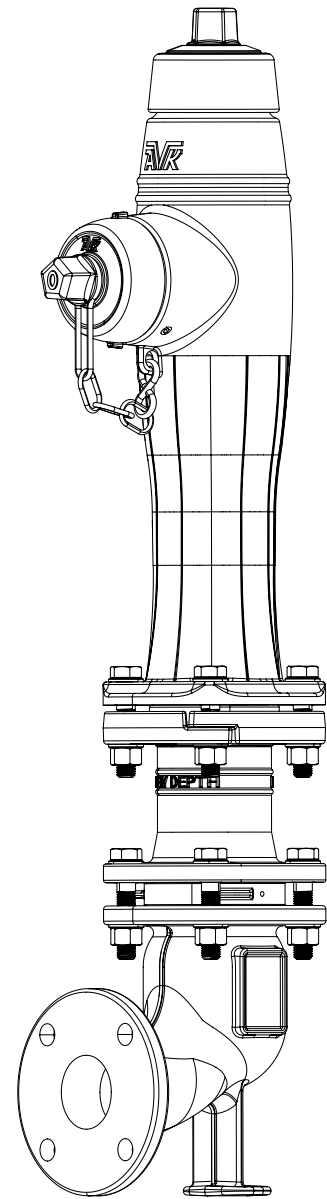


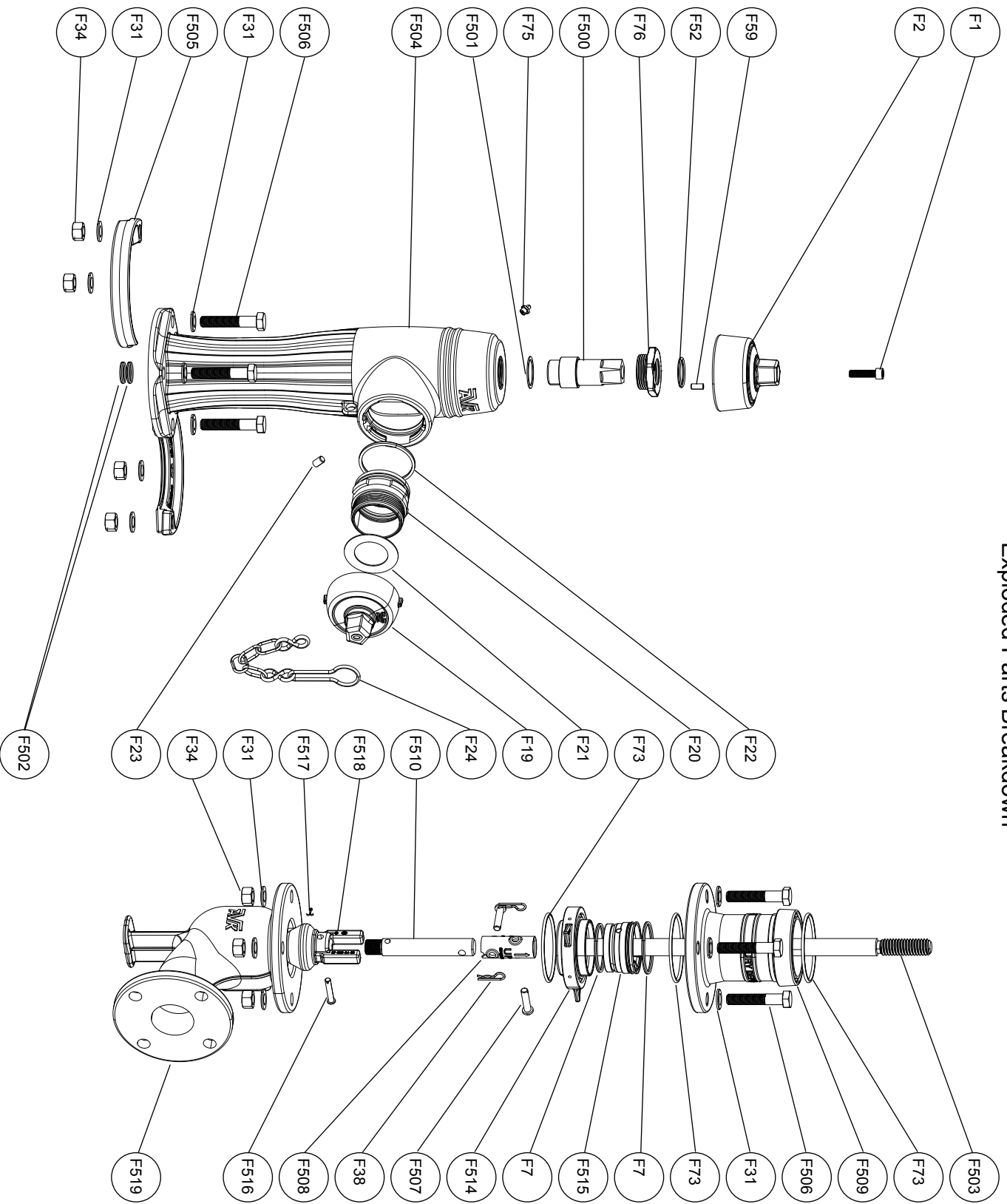
AVK SERIES 67 - HIGH PRESSURE, POST/FLUSHING HYDRANT FIELD MAINTENANCE AND INSTRUCTION MANUAL

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American AVK Series 67 Post / Flushing Hydrant Exploded Parts Breakdown



Item No.	Description	Material
F1	Weathershield Bolt	304 Stainless steel
F2	Weathershield	Grey Iron, ASTM126, Class "B"
F7	Valve Seat O-ring	NBR
F19	Hose Nozzle Cap	Grey Iron, ASTM126, Class "B"
F20	Hose Nozzle	Copper Alloy
F21	Hose Nozzle Cap Gasket	NBR
F22	Hose Nozzle O-ring	NBR
F23	Set Screw - (Nozzle)	304 Stainless steel
F24	Chain Assembly	Zinc Plated Steel
F31	Nozzle Section Washer	304 Stainless steel
F34	Nozzle Section Nut	304 Stainless steel
F38	Spring Pin	304 Stainless steel
F52	Thrust Nut O-ring	NBR
F59	Set Screw - (Thrust Nut)	304 Stainless steel
F73	Flange O-ring	NBR
F75	Zerk Fitting	Case Hardened Steel, Zinc Plated
F76	Thrust Nut	Copper Alloy
F500	Operating Nut	Copper Alloy
F501	Anti Friction Washer	Copper Alloy
F502	Stem Seal O-ring	NBR
F503	Upper Stem Rod	304 Stainless steel
F504	Nozzle Section	Ductile iron, ASTM A536
F505	Two Piece Breakable Flange	Ductile iron, ASTM A536
F506	Nozzle Section Bolt	Zinc Plated Steel
F507	Coupler Pin	304 Stainless steel
F508	Breakable Coupling	304 Stainless steel
F509	Lower Barrel	Ductile iron, ASTM A536
F510	Lower Stem Rod	ASTM A108, Mild Steel
F511*	Standpipe Flange	Ductile iron, ASTM A536
F512*	Extension Coupling	304 Stainless steel
F513*	Extension Stem Rod	ASTM A108, Mild Steel
F514	Main Valve Flange	Copper Alloy
F515	Seat Ring	Copper Alloy
F516	Main Valve Retainer Pin	304 Stainless steel
F517	Cotter Pin	304 Stainless steel
F518	Main Valve	EPDM Rubber encapsulated ductile iron
F519	Base	Ductile iron, ASTM A536

* Not Shown in Exploded Parts Breakdown

INTRODUCTION / DESCRIPTION

The American AVK Series 67 Post / Flushing Hydrant is designed to be a trouble free, easy to maintain hydrant. This manual will provide you with the information needed to properly install and maintain the fire hydrant and to ensure a long service life. Features of the American AVK Series 67 Post / Flushing Hydrant include an EPDM encapsulated one piece main valve and a stainless steel upper stem. The series 67 is rated for a working pressure of 250 psi, meets or exceeds the requirements of AWWA C502, Standard for Dry Barrel Fire Hydrants, (where applicable). The AVK Series 67 hydrant and hydrant tools are designed so that one person can perform all repairs and maintenance outlined in this manual.

RECEIVING AND STORAGE

Inspect the hydrants upon receipt for damage in shipment. Note any damage on the bill of lading and have the driver sign it. Notify American AVK. Unload all of the hydrants carefully to avoid damage. Verify that the hydrants have the correct direction to open, the correct nozzle configuration and threads, the correct operating nut size and shape, the correct depth of bury, and the correct inlet connection. Hydrants should remain clean and dry, and the main valve should be closed until installed to prevent weather related damage. For long term storage the hydrants should be stored indoors.

INSTALLATION AND TESTING

NOTE: American AVK recommends AWWA Standard C600 and AWWA Manual M17 for further information regarding hydrant installation and testing.

NOTE: Consult local codes and standards for proper fire hydrant placement and spacing

WARNING: All water lines must be isolated or depressurized and drained before installing or maintaining fire hydrants. Failure to do so may cause pressure to be released resulting in severe injury or death.

INSTALLATION

Correct installation of the Series 67 Post / Flushing Hydrant is important for proper operation. The following steps are general installation guidelines for a standard AVK Series 67 fire hydrant. Local conditions may require variations.

1. Before installing a hydrant, check to make sure all bolts are tight and all nozzles are properly installed (See NOZZLE INSTALLATION). Clean any dirt and debris from inside the hydrant base and from the pipe lead.
2. Install AVK Series 67 Post hydrants with the valve below the frost line and install adequate drainage, such as gravel. Support all hydrants in upright positions. All hydrants shall be installed plumb. Include a separate gate valve or curb valve and restraining joints in supply piping. Refer to Fig.1, Hydrant Installation.

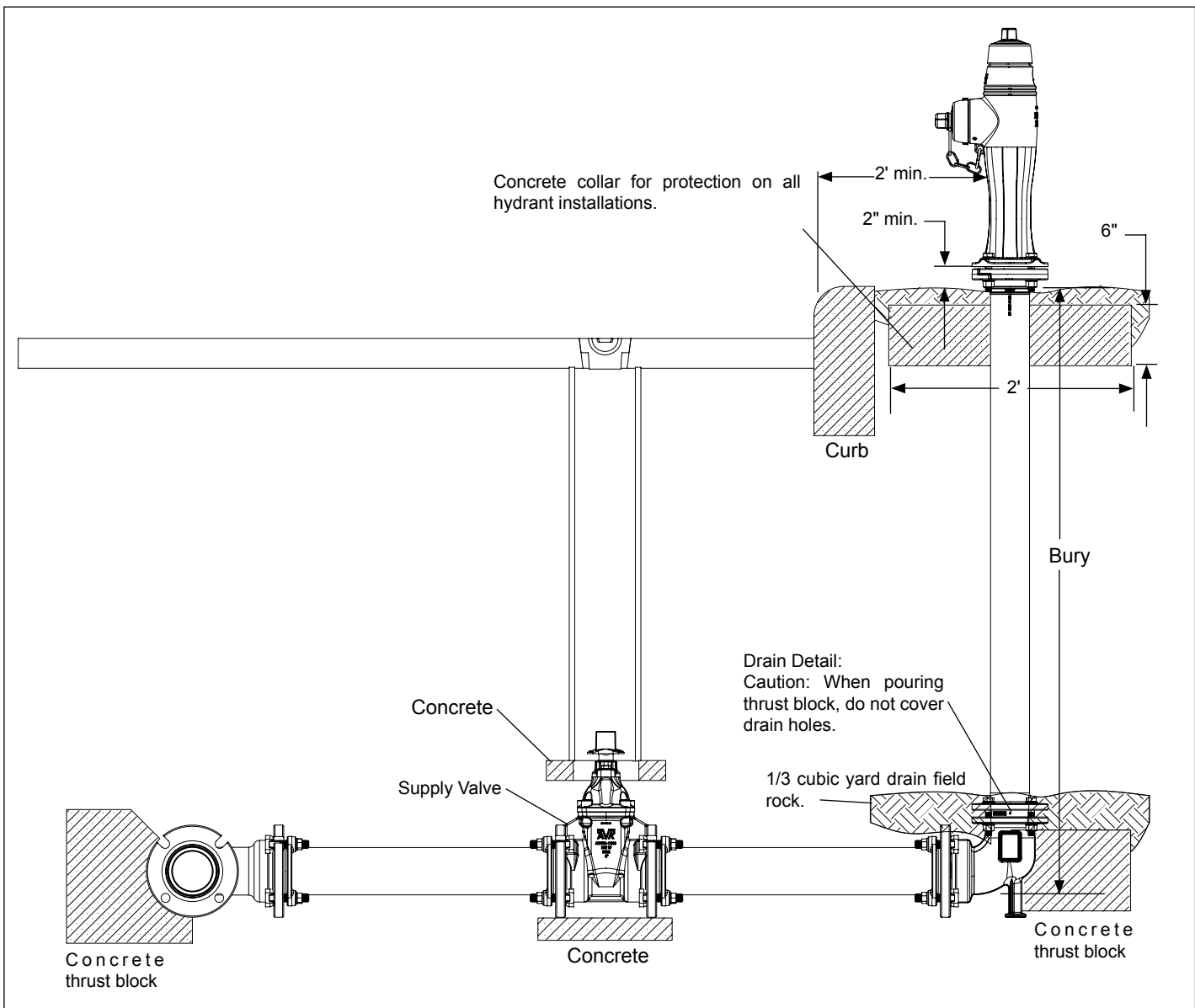


Fig. 1
Hydrant Installation

PRESSURE TESTING

American AVK Recommended Hydrant Testing Procedure

AAVK recommends that AWWA M17, "Installation, Field Testing, and Maintenance of Fire Hydrants", chapters 4.3 and 4.4 be followed for field testing and placing the hydrant in service. The following is excerpted from AWWA M17 for the reader's convenience:

PRESSURE TEST AT MAIN PRESSURE

1. Ensure that all nozzles are properly installed per section "NOZZLE INSPECTION & REPLACEMENT"
2. Remove the highest outlet-nozzle cap and open the hydrant valve a few turns. Allow water to reach the bottom of the outlet nozzle. (If the hydrant is furnished with a tapped-plug air vent, then it is not necessary to remove the nozzle cap. Just open the air vent.)
3. Replace the outlet-nozzle cap and leave it loose to permit all air to escape, or close the tapped-plug air vent.
4. After all air has escaped, tighten the outlet-nozzle cap.
5. Open the hydrant completely. (Opening the hydrant fully before all air has escaped will compress the air and cause a safety hazard.) **(AAVK comment: underlined as very important)**
6. Check for leakage at flanges, outlet nozzles, and the packing or O-rings around the stem.
7. If leakage is noted, repair or replace the faulty components or the entire hydrant. **(AAVK comment: only after hydrant is closed and all pressure is bled off.)**
8. Repeat the test until results are satisfactory.

PRESSURE TEST AT PRESSURES ABOVE MAIN PRESSURE

1. Connect a pressure-test pump to one of the hydrant's outlet nozzles.
2. Open the hose nozzle cap. Open the hydrant valve a few turns. Allow the hydrant to fill until water is at the bottom of the outlet nozzle.
3. After all air has escaped, tighten the outlet-nozzle cap.
4. Open the hydrant completely.
5. Close the auxiliary valve.
6. Pump up to test pressure (usually 150 psi [1034 kPa]).
7. Check for leakage at flanges, outlet nozzles, and the packing or O-rings around the stem.

DRAINAGE TEST

1. Remove one of the Hose Cap (F19) and fill the hydrant with water.
2. With the hydrant in the closed position, place the palm of one hand over the open Hose Nozzle (F20). As the water drains from the hydrant it should create a noticeable vacuum indicating proper drainage.

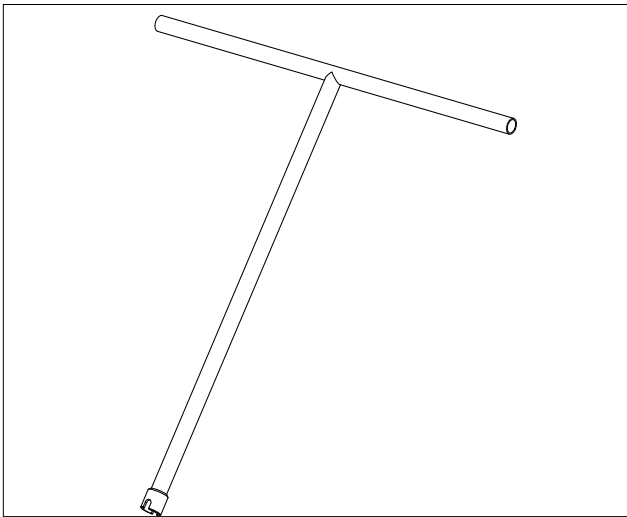
OPERATION AND MAINTENANCE

HYDRANT TOOLS

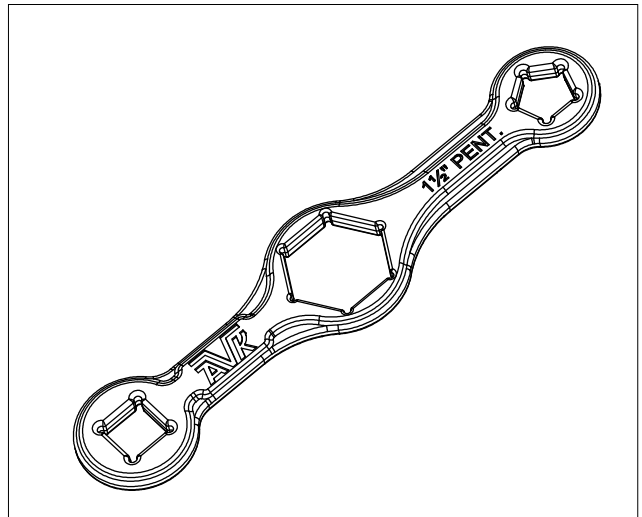
Description	Part Number
Series 67 T-Wrench, for Main Valve removal/replacement.	67-065-59
Series 67 Hydrant Wrench, for Thrust Nut removal/replacement, hydrant operation, and Cap removal/replacement.	67-080-59

METRIC AND INCH WRENCH REQUIREMENTS FOR AMERICAN AVK HYDRANTS

PART	INCH SIZE	METRIC SIZE
Weathershield Retaining Bolt (Allen)	5/16"	8mm
Thrust Nut Retaining Screw (Allen)	5/32"	4mm
Nozzle Retaining Screw	3/16"	5mm
All other Bolts and Nuts	15/16"	24mm



67-065-59
Series 67 T-Wrench



67-080-59
Series 67 Hydrant Wrench

OPERATION AND MAINTENANCE

OPERATION

The American AVK Series 67 Post / Flushing Hydrant is designed to be an easily operated, low torque, high flow post hydrant. It will not require excessively high loads to operate. It is possible to damage the hydrant by forcing it beyond its normal operational limits.

The American AVK thrust bearing hydrant requires a minimum of torque to operate.

1. Check direction of opening as marked on the hydrant Weathershield (F2).
2. To Open, turn the Operating Nut (F500), in the opening direction, indicated by an arrow on the Weathershield (F2), until the Main Valve (F518), hits the stop in the hydrant Base (F519). **Do not force the hydrant in the opening direction beyond full open as indicated by sudden resistance to turning.** If water does not flow when the hydrant is open, it is probably due to a closed valve upstream from the hydrant.
3. To close, turn the operating nut until the Main Valve stops the flow. It is not necessary to close this style of hydrant with great force. Once the flow has stopped, loosen the operating nut in the opening direction, 1/2 to 1 turn to take the strain off the operating parts of the hydrant and to make it easier to open the hydrant.

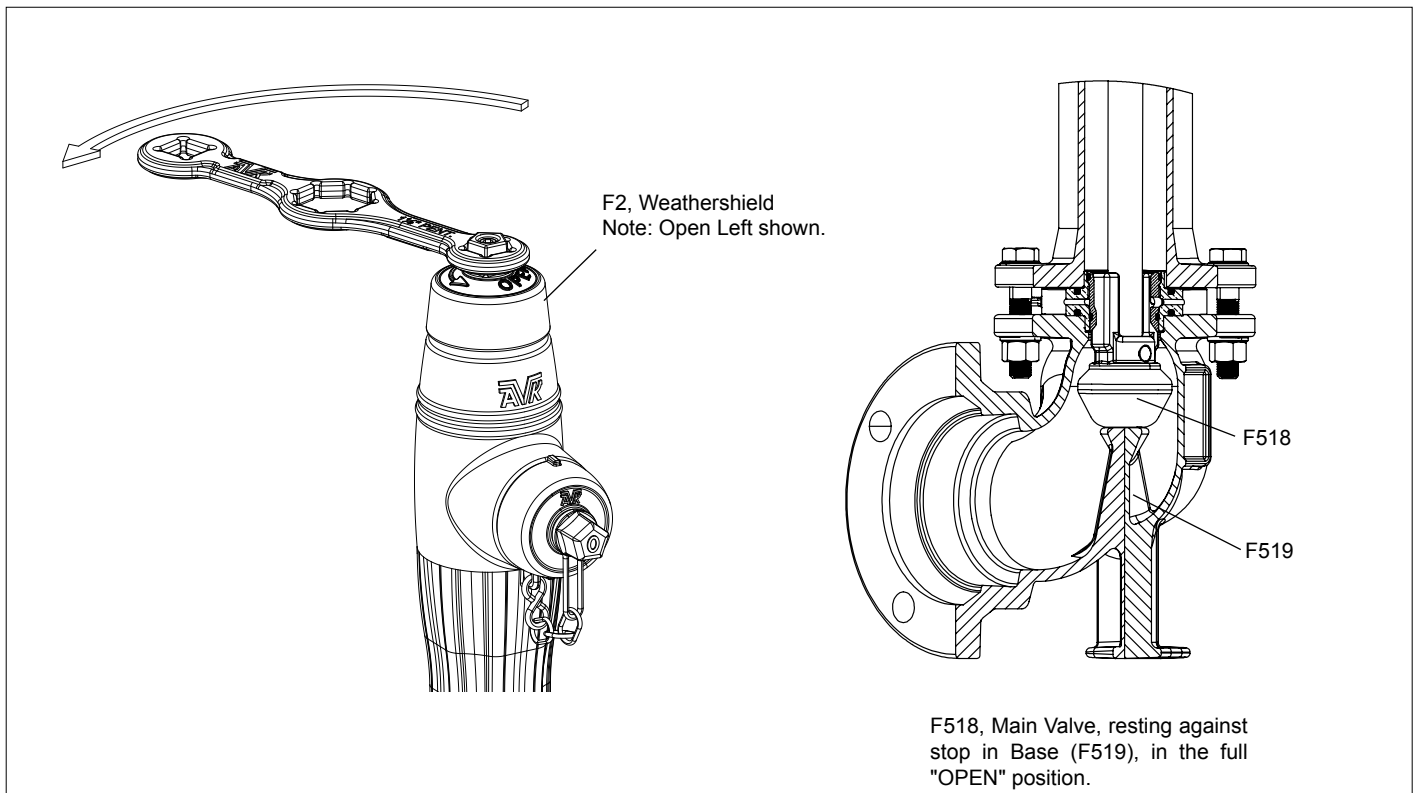


Fig. 2
Operation

MAINTENANCE PROCEDURES

The American AVK Series 67 Post / Flushing Hydrant is designed to be a trouble free, easy to maintain hydrant. The following steps are recommended to provide trouble free operation.

LUBRICATION

CAUTION: For grease servicing, ensure that the Weathershield bolt has been loosened to prevent damage to the internal O-rings. Refilling is performed by loosening the Weathershield bolt (F1) with a 5/16" or (8mm) hexagon key. Refill lubricant reservoir with a food grade grease using a grease gun on the Zerk Fitting (F75). Tighten the Weathershield Bolt (F1). Servicing should be checked and performed at least once per year if required, or per local municipal requirements.

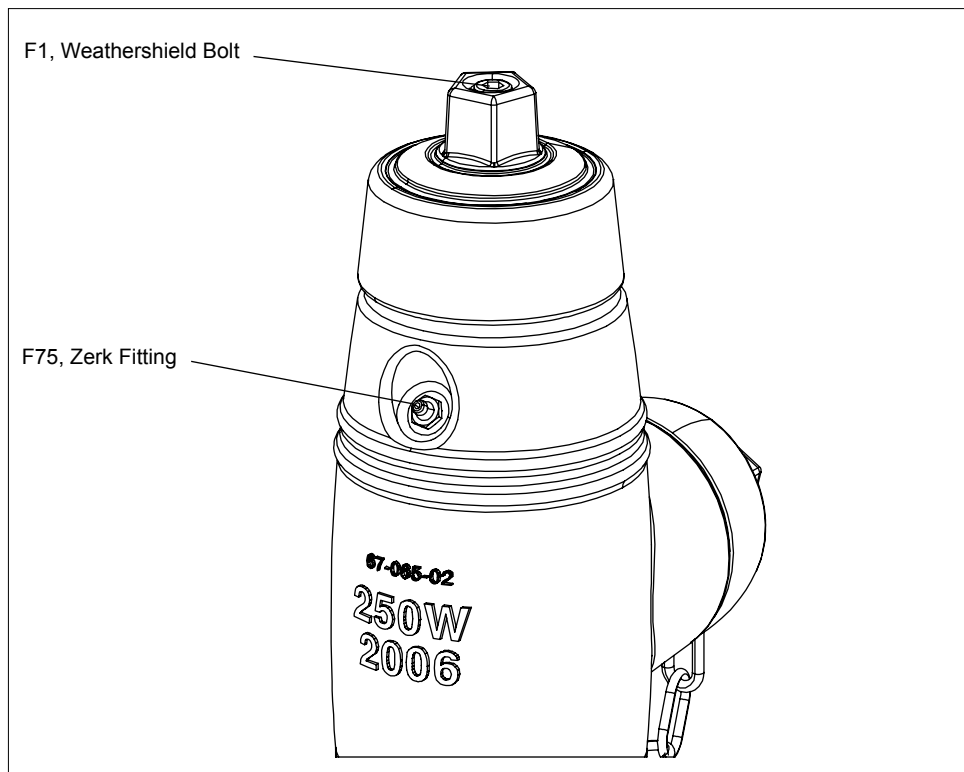


Fig. 3
Lubrication

INSPECTION

DISASSEMBLY FOR INSPECTION:

The American AVK Series 67 Post / Flushing Hydrant is designed to be a trouble free, easy to maintain hydrant. The following steps are recommended to provide trouble free operation.

WARNING: For all of the following repair procedures, the hydrant must be isolated or the system depressurized and drained before removing the hydrant components. Failure to do so may cause pressure to be released resulting in severe injury or death.

NOZZLE INSPECTION

1. After making sure the hydrant is not pressurized, remove a hose cap (F19).
2. Locate the Set Screw (F23) hole. It is located approximately $\frac{1}{2}$ " in from the edge of the nozzle section and at about the 4:30 to 5:00 o'clock position. If this retaining screw is missing, ensure that the nozzle is correctly installed as shown in Fig. 4, then immediately replace it (F23-Set screw, M10 x 16 304 stainless steel) with a 5mm or $\frac{3}{16}$ " hexagon key.
3. There should be a small "dimple" or punch mark on the hose nozzle (F20), this mark should be in alignment with the nozzle retaining screw as shown in Fig. 4. If it isn't, remove the setscrew (F23), rotate the nozzle until the alignment is correct. Apply a drop of thread-locker (Loctite #242 or equal) to the end of the setscrew, tighten it until it contacts the nozzle, and back off $\frac{1}{8}$ th of a turn. Replace the hose nozzle cap (F19).

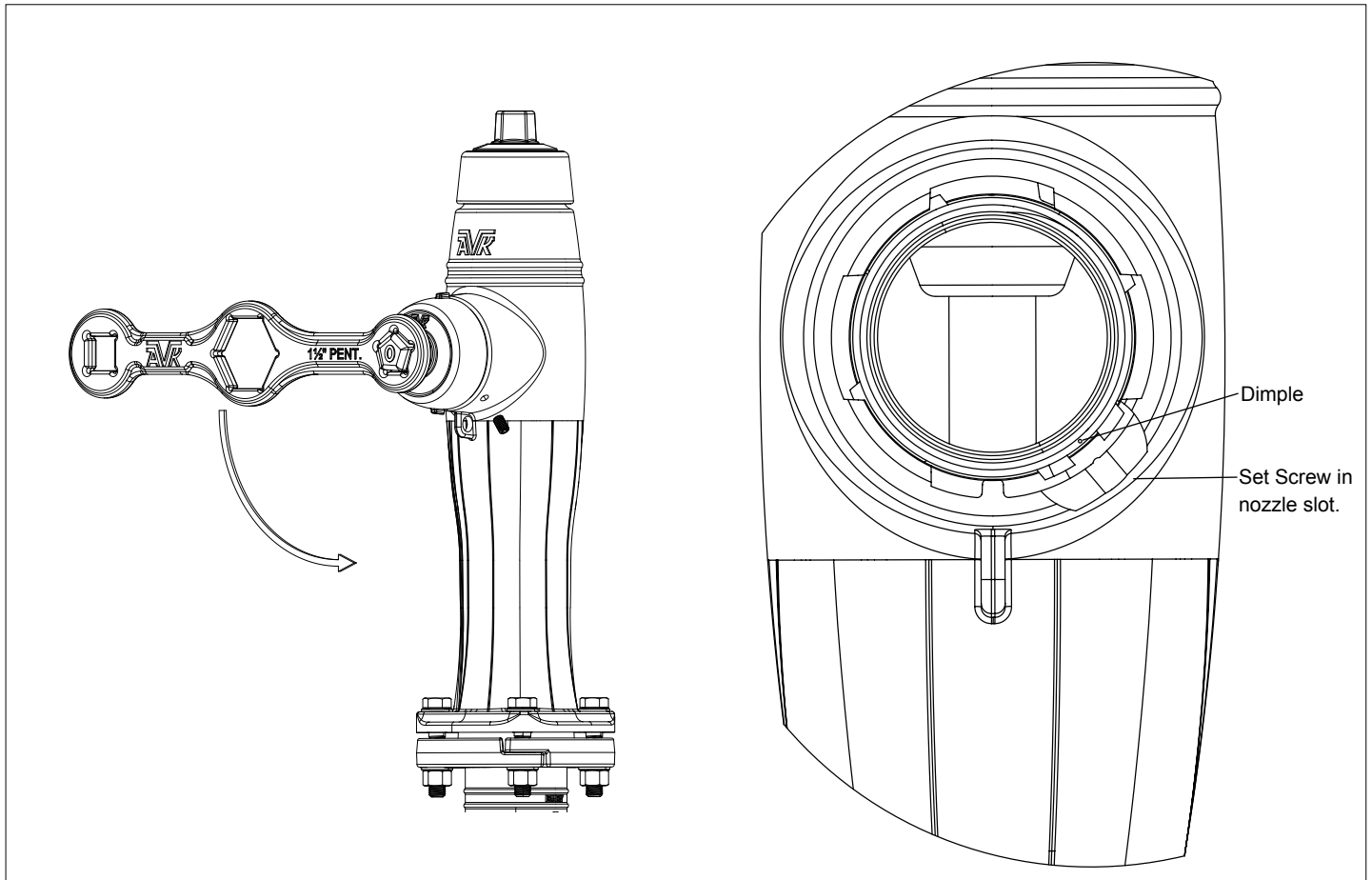


Fig. 4
Nozzle Inspection

DISASSEMBLY FOR INSPECTION: (continued)

MAIN VALVE INSPECTION

WARNING: For all of the following repair procedures, the hydrant must be isolated or the system depressurized and drained before removing the hydrant components. Failure to do so may cause pressure to be released resulting in severe injury or death.

NOTE: Refer to figures on page 11.

1. Check direction of opening as marked on the hydrant Weathershield (F2).
2. To Open, turn the Operating Nut (F500), in the opening direction, indicated by an arrow on the Weathershield (F2), until the Main Valve (F518), hits the stop in the hydrant Base (F519). **Do not force the hydrant in the opening direction beyond full open as indicated by sudden resistance to turning.** If water does not flow when the hydrant is open, it is probably due to a closed valve upstream from the hydrant.
3. Remove the Weathershield (F2), by removing the Weathershield Bolt (F1), using a 5/16" or 8mm Allen wrench. (See Fig. 5)
4. Loosen the Thrust Nut Retaining Screw (F59), using a 5/32" or 4mm Allen wrench. Using the AVK Series 67 hydrant wrench, remove the Thrust Nut (F76), and Thrust Nut O-ring (F52). (See Fig. 6)
5. Using the AVK Series 67 hydrant wrench, remove the Operating Nut (F500), and Anti Friction Washer (F501). (See Fig. 7)
6. Using 15/16" or 24mm wrenches, remove the Nozzle Section Bolts (F506), Washers (F31), and Nuts (F34). Set the Two Piece Breakable Flange (F505), aside with the hardware. Lift the Nozzle Section (F504), assembly up over the Upper Stem Rod (F503). Also remove the Flange O-ring (F73). (See Fig. 8)
7. Remove the lower Springpin (F38), and Coupler Pin (F507), from the Lower Stem Rod (F510). Remove the Upper Stem Rod and Breakable Coupling (F508), from the Lower Stem Rod. Re-install the Coupler Pin and Springpin on to the Lower Stem Rod. (See Fig. 9 & Fig. 10)
8. Place the AVK Series 67 T-Wrench over the Coupler Pin and remove the Lower Stem Rod/ Main Valve assembly by turning counter clockwise. (See Fig. 11 & Fig. 12)
9. Once removed, check the Valve Seat O-rings (F7), and Main Valve (F518), for damage. Also verify that there is no damage to the sealing surface on the Valve Seat Ring (F515).
10. If replacement of the Main Valve (F518), is necessary, refer to the MAIN VALVE REPLACEMENT section in the REPAIR PROCEDURES section on page 15.

NOTE: When re-installing the Thrust Nut (F76), tighten the Thrust Nut completely, then back it off 1/8 to 1/4 turn. Then tighten the Thrust Nut Retaining Screw (F59), to lock the Thrust Nut in place.

Note: Torque the nozzle section hardware to 60 Ft. Lbs..

DISASSEMBLY FOR INSPECTION: (continued)

MAIN VALVE INSPECTION

Fig. 5

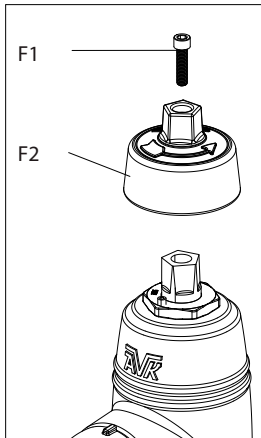


Fig. 6

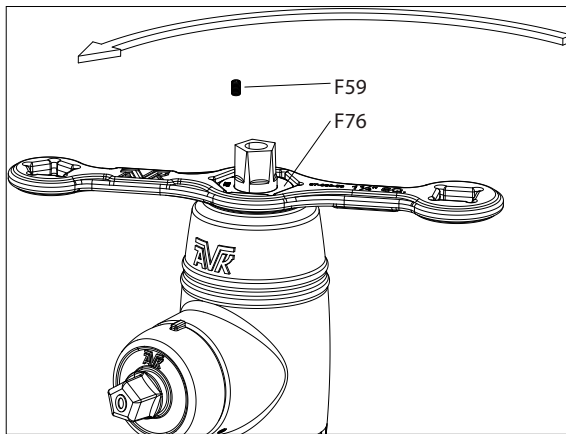


Fig. 7

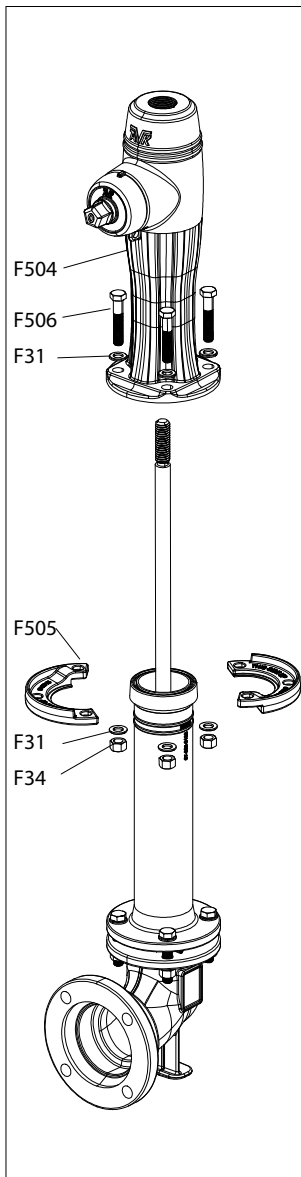
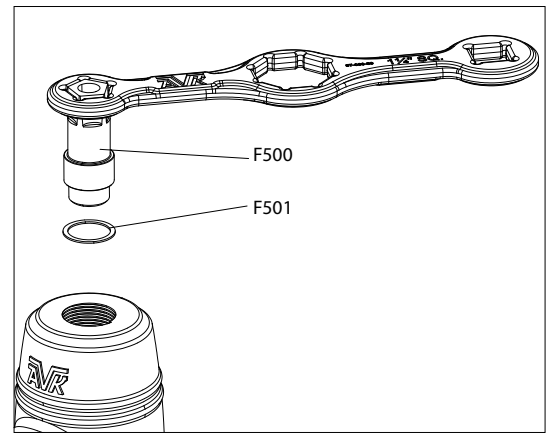


Fig. 8

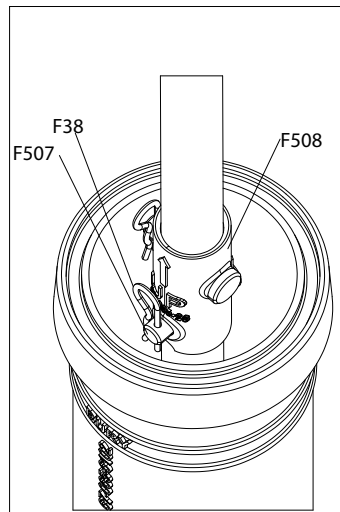


Fig. 9

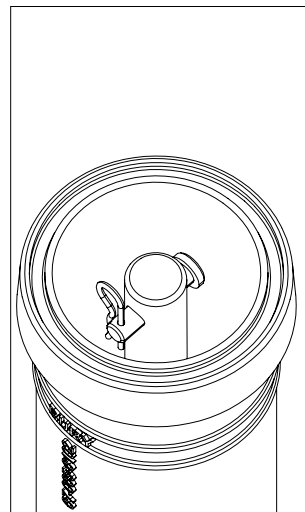


Fig. 10

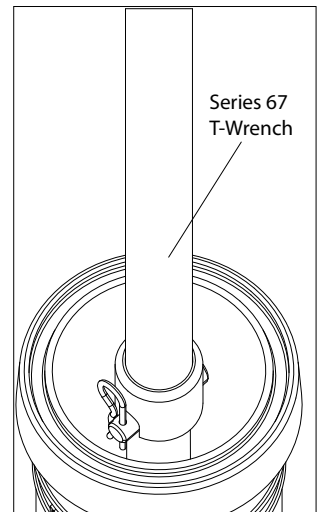


Fig. 11

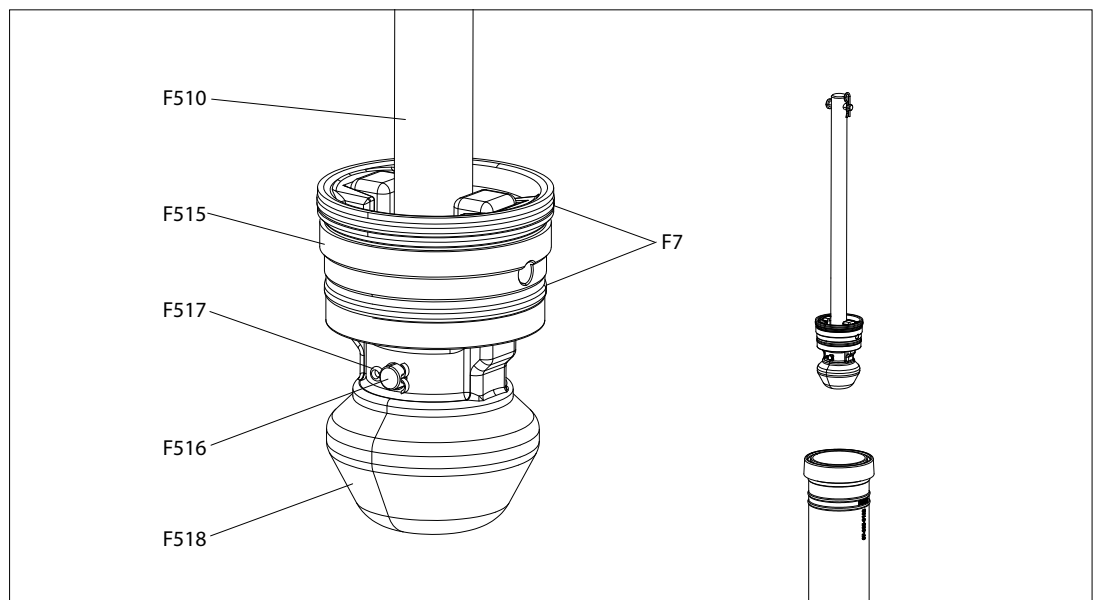


Fig. 12

REPAIR PROCEDURES

NOZZLE REMOVAL AND REPLACEMENT:

1. Remove the Set Screw (F23), with a 5mm or 3/16" hexagon key.
2. Using a AVK hydrant wrench or adjustable hydrant wrench, rotate the Cap and Nozzle assembly clockwise approximately 40 degrees to align the nozzle lugs with the slots in the Nozzle Section (F504).
3. Gently pull the pull the Cap/Nozzle assembly out until the nozzle lugs are in line with the nozzle section lugs.
4. Using the AVK hydrant wrench or adjustable hydrant wrench, loosen the Hose Nozzle Cap (F19) in a counter clockwise direction.
5. The Cap/Nozzle assembly can now be removed for inspection from the Nozzle Section . Check the Hose Nozzle Gasket (F21) and the Hose Nozzle O-ring (F22) for damage and replace if necessary.
6. To replace, screw the Hose Nozzle Cap, with the Hose Nozzle Cap Gasket installed, on to the nozzle. Lightly grease the Hose Nozzle O-ring and insert the Cap/Nozzle assembly into the Nozzle Section, making sure that the slotted lug on the nozzle is at the 6 o'clock position. Tighten the Cap onto the Nozzle while the lugs prevent rotation, then complete the insertion of the assembly. Using a hydrant wrench, rotate the assembly approximately 40 degrees, counter clockwise to align the slotted lug with the Set Screw hole. Install the Set Screw. Remove the Cap and verify that the dimple is in line with the Set Screw. Replace the Cap.

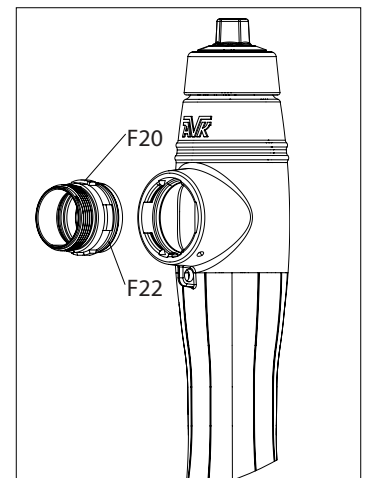
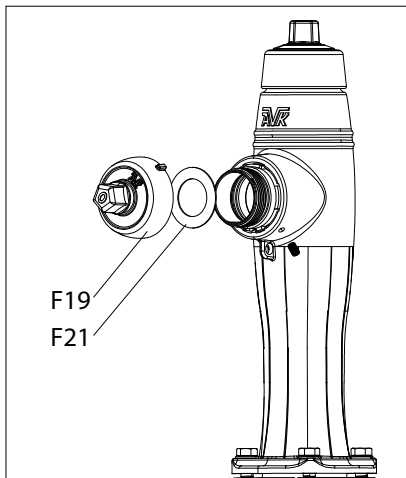
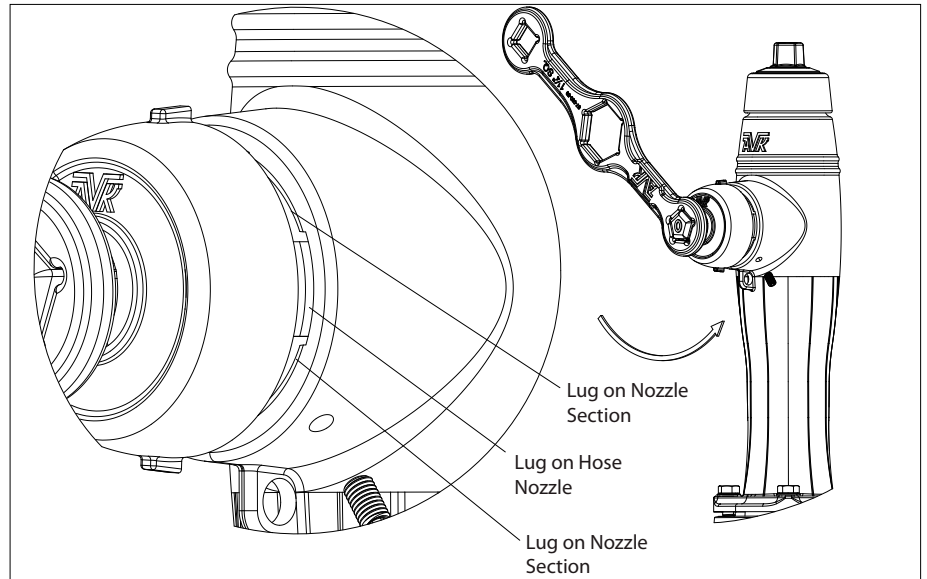
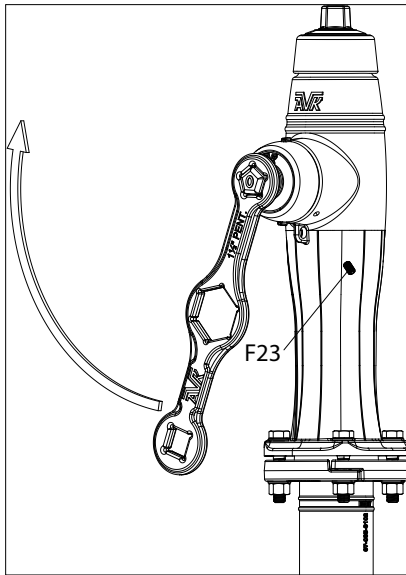


Fig. 13
Nozzle Removal

REPAIR PROCEDURES

TRAFFIC REPAIR:

WARNING: For all of the following repair procedures, the hydrant must be isolated or the system depressurized and drained before removing the hydrant components. Failure to do so may cause pressure to be released resulting in severe injury or death.

AVK Series 67 Post/Flushing Hydrants feature a safety Breakable Flange (F505) and Breakable Stem Rod Coupling (F508) design. This allows the hydrant head assembly to be struck by a vehicle and "Break Away" reducing the impact to the water main. In the event the hydrant head assembly has been broken away, the following repairs will be necessary.

1. Visually inspect the Nozzle Section (F504), and it's assembled components for damage. In most cases, the Two Piece Breakable Flange (F505), Breakable Coupling (F508), Coupling Pins (F507), Springpins (F38), Flange O-ring (F73), and mounting hardware (F31,F34,F506) need to be replaced.
2. Using the AVK Series 67 Hydrant Wrench, fully open the hydrant to allow better access to the lower end of the Upper Stem Rod (F503). Visually inspect the Upper Stem Rod for damage. Remove the Breakable Coupling (F508), Coupling Pins (F507), Springpins (F38), from the Upper Stem Rod.
3. Refer to the "MAIN VALVE INSPECTION" procedures on page 10, to remove the Nozzle Section from the Upper Stem Rod.
4. If still present on the Lower Stem Rod (F510), remove the Coupler Pin (F507), and Springpin (F38).

NOTE: If necessary, use a flashlight to verify that the Coupler Pins or Springpins have not fallen into the Lower Barrel (F509).

5. Attach the new Breakable Coupling (F508), to the Upper Stem Rod with a new Coupler Pin and Springpin. Ensure the Springpin is fully engaged onto the Coupler Pin. See (Fig. 15).
6. Attach the Upper Stem Rod and Breakable Coupling to the Lower Stem Rod using a new Coupling Pin and Springpin.
7. Replace the Flange O-ring (F73) with a new one and lightly grease it with a food grade grease.
8. Remove the Hose Nozzle Cap. Verify that the Stem Seal O-rings (F502), are in place. Replace and lightly grease them if necessary. (Refer to "Exploded Parts Breakdown" on page 1.

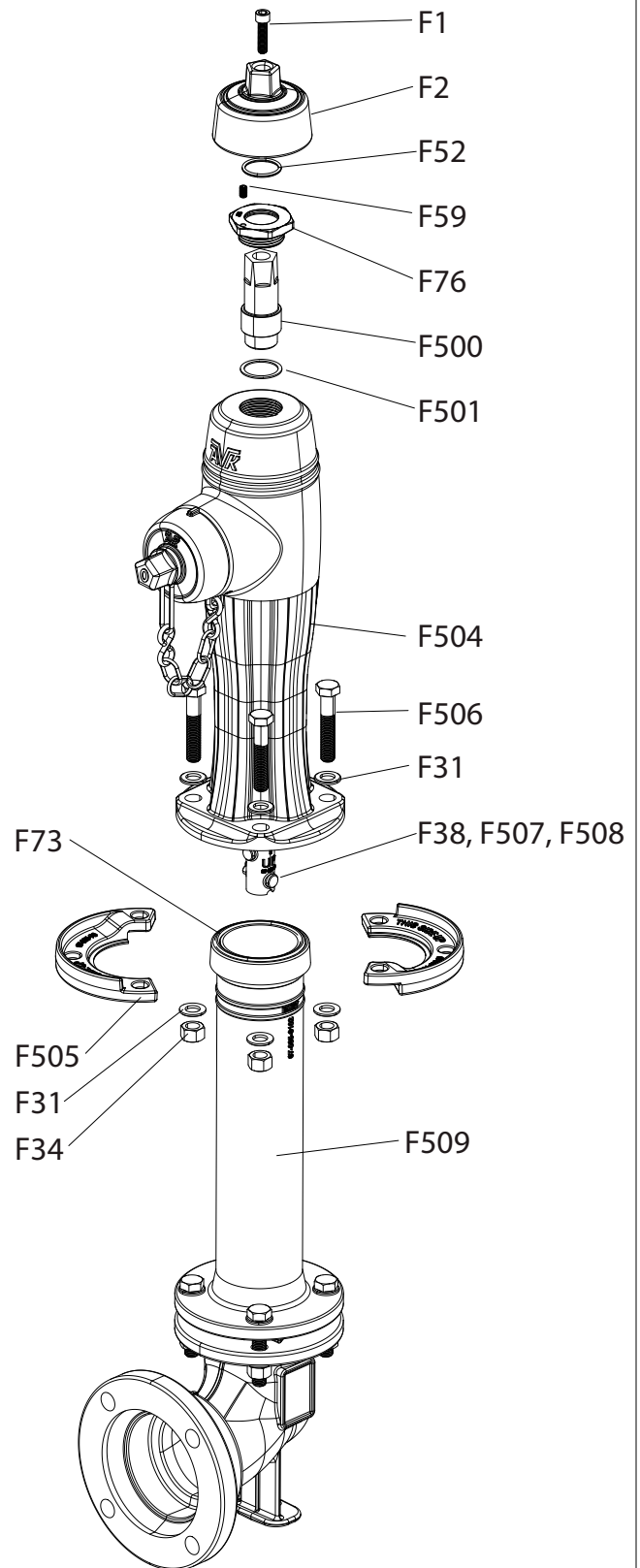


Fig. 14
Traffic Repair

REPAIR PROCEDURES

TRAFFIC REPAIR: (continued)

9. Gently slide the Nozzle Section over the Upper Stem Rod, taking care not to displace the Stem Seal O-rings, until it comes to rest on the Lower Barrel. Note: Ensure that the Flange O-ring is located in the groove of the Lower Barrel.
10. Secure the Two Piece Breakable Flange as shown in (Fig. 15), with the text "This Side Up", with the lip of the Breakable Flange below the shoulder of the Lower Barrel.
11. Follow the disassembly steps in "DISASSEMBLY FOR INSPECTION, MAIN VALVE INSPECTION" in reverse order for reassembly. (pages 10 & 11)
Note: Torque the nozzle section hardware to 60 Ft. Lbs..

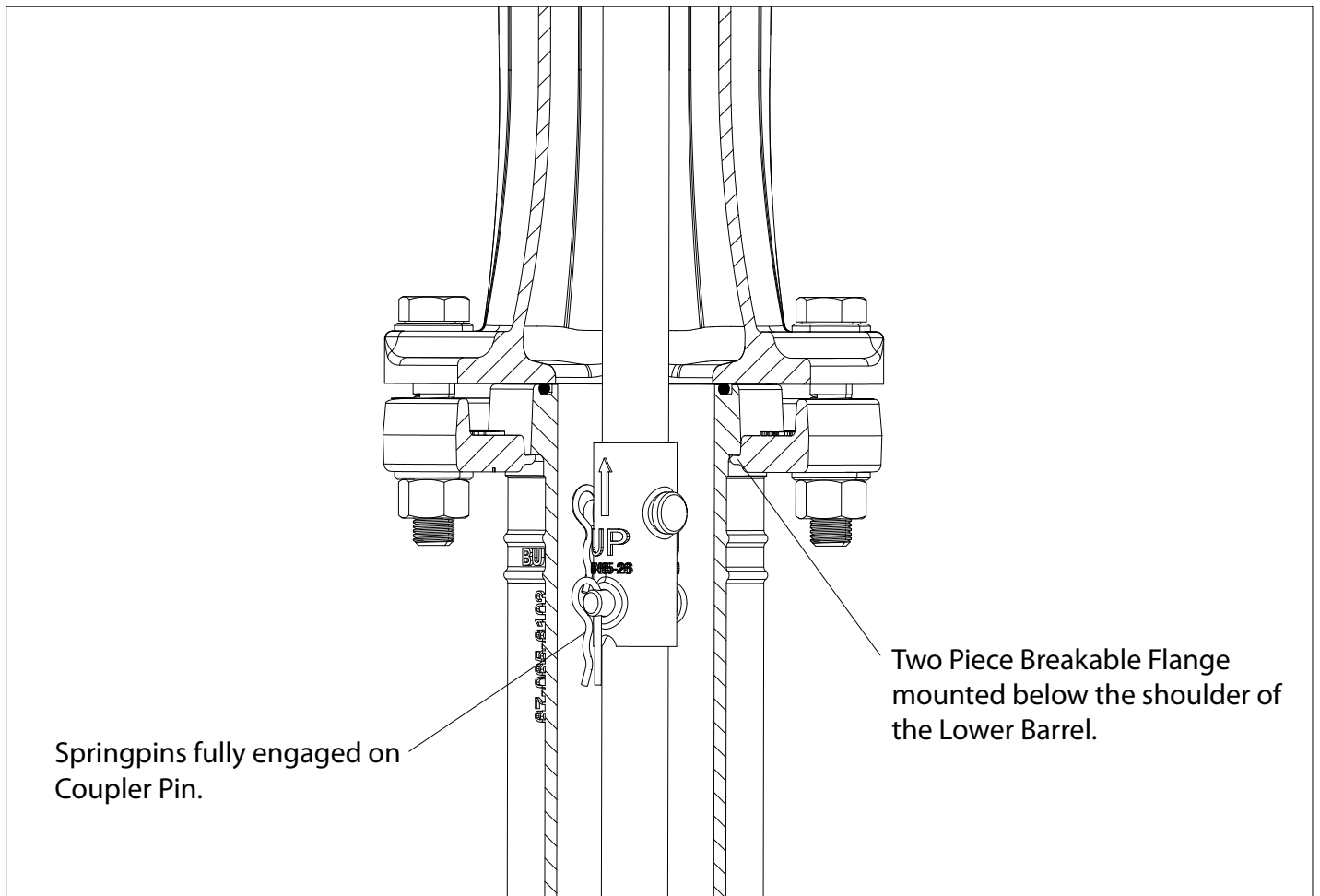


Fig. 15
Traffic Repair

REPAIR PROCEDURES

MAIN VALVE REPLACEMENT:

WARNING: For all of the following repair procedures, the hydrant must be isolated or the system depressurized and drained before removing the hydrant components. Failure to do so may cause pressure to be released resulting in severe injury or death.

NOTE: For access to the Main Valve assembly, refer to the "DISASSEMBLY FOR INSPECTION, MAIN VALVE INSPECTION" on pages 10 and 11.

1. If replacement of the Main Valve (F518), is required, remove the Cotter Pin (F517), and Main Valve Retaining Pin (F516) from the assembly. Unscrew the Main Valve from the Lower Stem Rod (F510). When installing a new Main Valve, screw the Lower Stem Rod (F510) into the Main Valve Disc (F518) until it bottoms out in the threads, Then unscrew the lower stem rod (F510) just enough until the holes line up (you should not unscrew the lower stem rod more than ½ of a turn). Insert the Main Valve Retainer Pin (F516) into the hole. Insert a Cotter Pin (F517) into the retainer pin hole and bend cotter pin with pliers so that it won't come apart. Grease the ears of the main valve disc with a food grade grease.

Note: Make sure cotter pin is bent up against main valve disk so that it will not interfere with, or contact, the valve seat ring.

2. After greasing the slots on the Valve Seat Ring (F515), slide the Main Valve (F514), and Valve Seat Ring (F515), over the Lower Stem Rod (5F10), with the "UP" text facing up. Press the slots onto the ears by hand until the top of the ears flush with top of main valve.
3. Follow the disassembly steps in "DISASSEMBLY FOR INSPECTION, MAIN VALVE INSPECTION", on page 10, in reverse order for reassembly.

Note: Torque the nozzle section hardware to 60 Ft. Lbs..

OPTIONAL EQUIPMENT

EXTENSION KITS:

WARNING: For all of the following repair procedures, the hydrant must be isolated or the system depressurized and drained before removing the hydrant components. Failure to do so may cause pressure to be released resulting in severe injury or death.

1. Refer to "DISASSEMBLY FOR INSPECTION, MAIN VALVE INSPECTION" on pages 10 and 11, steps 1 through 7 to access the Upper Stem Rod to disconnect it.
2. Remove the Coupler Pin and Springpin from the Lower Stem Rod (F510), and set the Upper Stem Rod and Breakable Coupling assembly aside.
3. Connect the Extension Coupling (F512), to the Lower Stem Rod using a new Coupling Pin (F507), and Springpin (F38).
4. Connect the Extension Stem Rod (F513), to the Extension Coupling (F512), with a Coupling Pin and Springpin.
5. Connect the Breakable Coupling/Upper Stem Rod assembly to the Extension Stem Rod with a Coupling Pin and Springpin.

NOTE: Ensure that the Springpins are fully engaged on the Coupling Pins.

6. Verify placement of the Flange O-ring (F73), on the Lower Barrel, and place the Extension Barrel over the Upper Stem Rod assembly and align with the bolt holes on the Lower Barrel.

7. Attach the Extension Barrel with a Standpipe Flange (F511), and mounting hardware.

NOTE: The text "THIS SIDE UP" faces the Nozzle Section on both, Standpipe and Breakable Flanges.

NOTE: The Standpipe Flange and Breakable Flange use the same raw casting. The Breakable Flange has been machined on the engaging lip to weaken it to allow failure during a traffic accident. Ensure that the Breakable Flange is mounted on top of the Extension Barrel.

8. Follow the disassembly steps in "DISASSEMBLY FOR INSPECTION, MAIN VALVE INSPECTION" in reverse order for reassembly.

Note: Torque the nozzle section hardware to 60 Ft. Lbs..

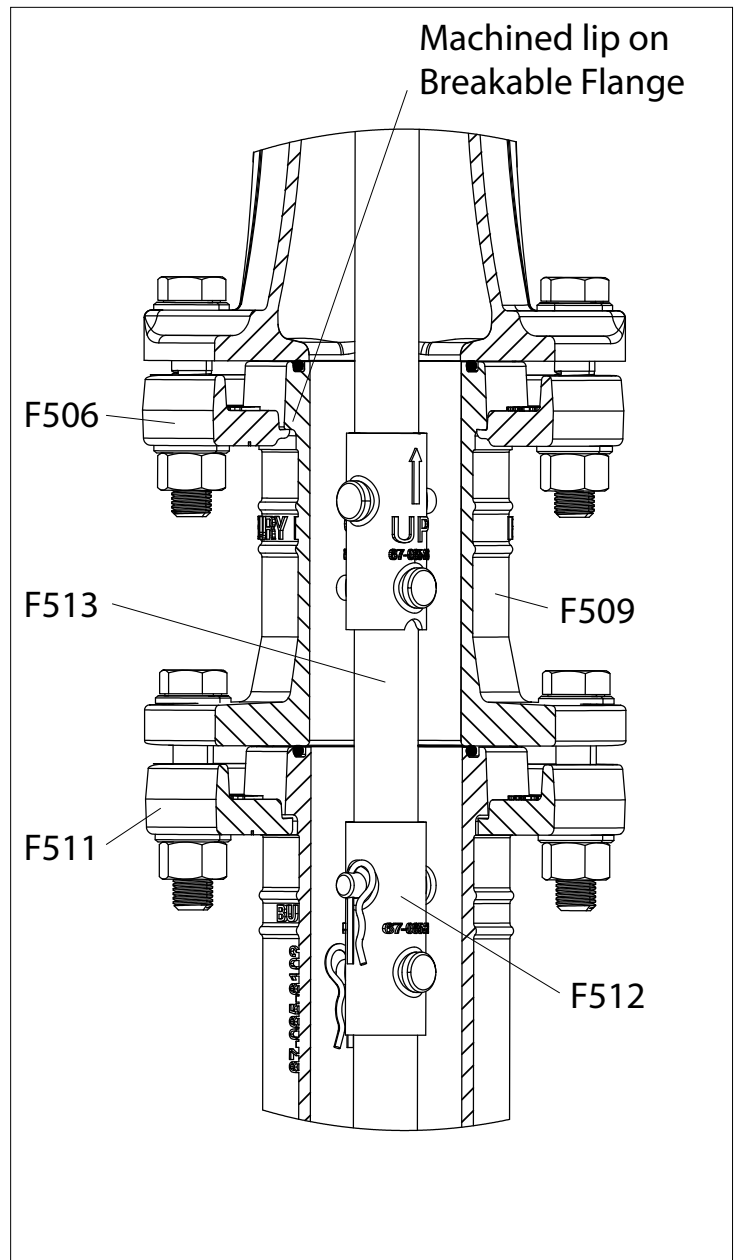


Fig. 16
Extension Kit

TROUBLESHOOTING GUIDE

PROBLEM: Hydrant slams shut while closing.

Probable Cause: Play in Stem Rod assembly due to wear in Stem Rod Couplings.

Corrective action: Inspect Breakable Coupling and Extension Coupling (if present) for wear and replace if necessary.

PROBLEM: Hydrant hard to operate.

Probable Cause: Operating Nut/ Thrust Nut assembly too tight.

Corrective action: Loosen the Thrust Nut Set Screw, tighten the Thrust Nut completely into the Nozzle section then back off 1/8 of a turn. Tighten the Thrust Nut Set Screw.

Probable Cause: Operating Nut not lubricated.

Corrective action: Disassemble the Operating Nut/Thrust Nut assembly. Clean and re-lubricate using a food grade grease.

PROBLEM: Nozzle facing the wrong direction.

Corrective action: Loosen the Nozzle Section hardware and carefully rotate the Nozzle Section to the desired position. Tighten the mounting hardware to 60 Ft. Lbs..

PROBLEM: Hydrant opens but will not close.

Probable Cause: The Breakable Coupling or Extension Coupling has broken or become disconnected.

Corrective action: Remove the Nozzle Section and replace the affected Coupling.

PROBLEM: Hydrant will not drain.

Probable Cause: Drain holes may be plugged or blocked.

Corrective action: Loosen the Hose Nozzle Cap and slowly open the hydrant until water escapes from the nozzle. DO NOT STAND IN FRONT OF THE NOZZLE! Tighten the cap and force flush the drains. If the hydrant continues not to drain, the hydrant may have to be excavated to verify that the drains have not been blocked by the concrete thrust block.

PROBLEM: Hydrant flow is low.

Probable Cause: Hydrant or supply valve is not fully open.

Corrective action: Verify that the hydrant is fully open. The AVK Series 67 hydrant main valve hits the stop in the base after approximately 10 turns. Also locate and verify that the isolation valve is fully open.

PARTS AND SERVICE

For information on parts and service for your area contact American AVK. Make a note of the valve model number and size located on the valve and contact:

American AVK Company

2155 N. Meridian Blvd.

Minden, NV 89423

PH: 775-552-1400

FAX: 775-783-7502

www.americanavk.com

**AMERICAN AVK COMPANY WARRANTY
SERIES 67 POST/FLUSHING HYDRANTS**

American AVK Company warrants its Series 67 Hydrants to be free from defects in workmanship and materials for a period of one (1) year from the date of shipment from American AVK Company except as noted. American AVK Company shall have no obligation under this warranty unless it is notified of claims hereunder promptly and in writing upon discovery thereof and within the warranty period, and unless the product is delivered to American AVK Company within thirty (30) days of such notice.

American AVK shall have the right to inspect said product before it is removed from installation. If the product is removed from installation prior to approval from American AVK this warranty shall be void.

As to motors, gearing or accessory equipment purchased by American AVK Company from other manufacturers, and used or incorporated into American AVK Company's products, those manufacturers' warranties shall apply.

American AVK Company's sole responsibility shall be, in its sole discretion, to replace the product with the same or a similar product, repair the product, or refund the price paid for the product provided the product has been properly applied and used under normal service and under conditions for which it is designed. American AVK Company shall not be liable for indirect, special, incidental, or consequential damage or penalties and does not assume any liability of purchase to others or to anyone for injury to persons or property.

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