

Operating Manual

Model #: 115-3

Size: "

Serial #:

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digital electronic control valve

installation, operating and maintenance instructions

model 115-3

GENERAL DESCRIPTION

The Model 115-3 Electronic Control Valve is designed to open, close and modulate based on discrete electrical signals received from a PLC or similar device.

The valve consists of the following components, arranged as shown on the schematic diagram.

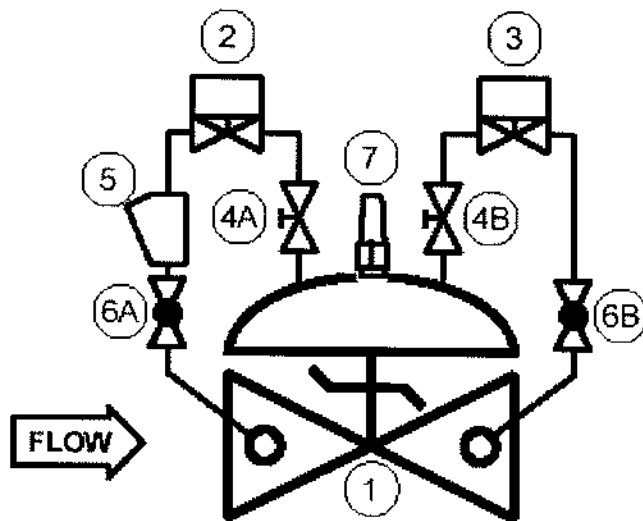
1. **Model 65 Basic Control Valve**, a hydraulically operated, diaphragm actuated, pilot controlled globe valve which closes with an elastomer-on-metal seal.
2. **Model 450 Solenoid Pilot**, a two-way, electrically actuated, normally open valve. When deenergized, it acts to close the valve.
3. **Model 451 Solenoid Pilots**, two-way, electrically actuated, normally closed valve. When energized, it acts to open the valve.
4. Two **Model 141-3 Needle Valves**. Needle valve 4A controls the closing speed of the valve; needle valve 4B controls the opening speed.
5. **Model 159 Y-Strainer** that protects the pilot system from solid contaminants in the independent pressure fluid..
6. Two **Model 141-4 Ball Valves**, useful for isolating the pilot system for repair or troubleshooting service.
7. **Model 155 Visual Indicator Assembly** that enables the user to determine the valve's operating position at a glance.

THEORY OF OPERATION

The 115-3 is opened, closed, and positioned based on discrete electrical signals applied to the solenoid pilots, 2 and 3. To open the valve, power is applied to both solenoids. Solenoid 2 is closed, blocking inlet pressure from the main valve diaphragm chamber. Solenoid 3 is open, allowing pressure on the diaphragm to vent downstream. The valve opens.

To close the valve, power is removed from both solenoids. Solenoid 2 is open, routing inlet pressure to the diaphragm chamber. Solenoid 3 is closed, preventing any discharge from the diaphragm chamber. The valve closes.

Finally, we have the case where Solenoid 2 is energized and closed and Solenoid 3 is deenergized and closed. Now no pressure can be transferred on or off the chamber, so the valve is "hydraulically locked" in position.

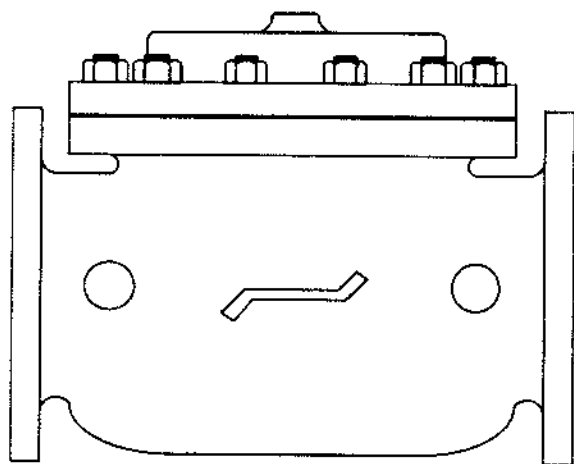


Note that in the event of an electrical power failure both solenoids will be deenergized, and the valve will close.

INSTALLATION

1. OCV provides the System 115-3 valve complete and ready for installation at the appropriate point in the line. Refer to the Model 65 Basic Valve section of this manual for full installation details.
2. Next, the solenoids are wired into the electrical control system. 120 VAC signals are required.





installation, operating, and maintenance instructions

series 65

basic control valve

GENERAL DESCRIPTION

The OCV Series 65 is a hydraulically-operated, diaphragm-actuated valve. It is available in either a globe (Model 65) or angle (Model 65A) configuration. The diaphragm is nylon-fabric bonded with synthetic rubber and forms a sealed chamber in the upper portion of the valve, separating operating pressure from line pressure. An elastomeric seat disc forms a tight seal with the valve seat when pressure is applied above the diaphragm.

FUNCTIONAL DESCRIPTION

Because the Series 65 is a hydraulically operated valve, it requires a minimum line pressure of approximately 5 psig in order to function. The valve functions on a simple principle of pressure differential. The line pressure at the inlet of the valve is bypassed through the pilot control piping to the diaphragm chamber of the valve. This pressure, together with the valve spring, works against the pressure under the valve seat. Because the effective area of the diaphragm is greater than that of the seat, the valve is held tightly closed. As the controlling pilot(s) allow the pressure to bleed off the diaphragm chamber, the two opposing pressures begin to balance and the valve will begin to open. The valve can be used to perform a simple on-off function, or with the proper pilot system, a modulating, or regulating function.

In cases where the line fluid is unusually dirty, or is otherwise unsuitable for operating the valve, an independent operating pressure source may be employed. The pressure available from such a source must be equal to, or greater than, line pressure.

INSTALLATION

In order to insure safe, accurate and efficient operation of the OCV control valve, the following list of check-points and procedures should be followed when installing the valve.

1. Make a careful visual inspection of the valve to insure that there has been no damage to the external piping, fittings or controls. Check that all fittings are tight.
2. Thoroughly flush all interconnecting piping of chips, scale and foreign matter prior to mounting the valve.
3. Install the valve in the line according to the flow arrow on the inlet flange. The arrow should point downstream.
4. Allow sufficient room around the valve for ease of adjustment and maintenance service.

In addition, it is highly recommended that:

1. Isolation valves (eg., gate or butterfly) be installed on the inlet and discharge sides of the valve to facilitate isolating the valve for maintenance.
2. Pressure gauges be installed at the inlet and outlet sides of the valve to provide monitoring of the valve during initial start-up and during operation. The body side ports, if unused by the pilot system, provide a convenient connection for the gauges.
3. All valves larger than 6" be installed horizontally, i.e., with the bonnet pointed up, for ease of adjustment and maintenance servicing.

MAINTENANCE

The OCV control valve requires no lubrication and a minimum of maintenance. However, a periodic inspection should be established to determine how the fluid being handled is affecting the efficiency of the valve. In a water system, for example, the fluid velocity as well as the substances occurring in natural waters, such as dissolved minerals and suspended particles, vary in every installation. The effect of these actions or substances must be determined by inspection. It is recommended that an annual inspection, which includes examination of the valve interior, be conducted. Particular attention should be paid to the elastomeric parts, i.e., the diaphragm and seat disc. Any obviously worn parts should be replaced.

REPAIR PROCEDURES

In the event of malfunction of the OCV control valve, troubleshooting should be conducted according to the procedures outlined for the specific model of valve. Then, if those steps indicate a problem with the main valve, this section will outline the procedures necessary to correct the problem.

Problems with the main valve can be classed in three basic categories:

1. VALVE FAILS TO OPEN

- a. Diaphragm damaged* - See Procedure A

- b. Stem binding - See Procedure B

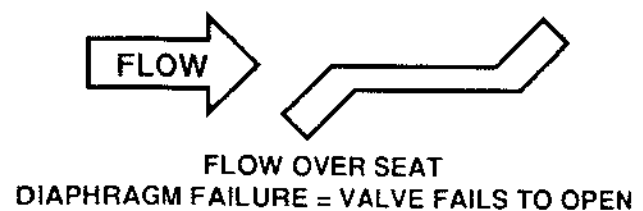
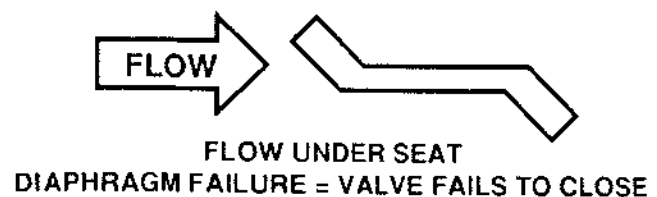
2. VALVE FAILS TO CLOSE

- a. Diaphragm damaged* - See Procedure A
- b. Stem binding - See Procedure B
- c. Object lodged in valve - See Procedure B

3. VALVE OPENS AND CLOSES BUT LEAKS WHEN CLOSED

- a. Seat disc damaged - See Procedure C
- b. Seat ring damaged - See Procedure D

**A diaphragm failure can prevent the valve from either opening or closing, depending on the flow direction. Most water service valves flow "under the seat", in which case a diaphragm failure will keep the valve from closing. On the other hand, most fuel service valves flow "over the seat", in which case a diaphragm failure will keep the valve from opening. To determine which you have, examine the bridge mark cast into the side of the valve body, then compare it with the figures below.*



PROCEDURE A : DIAPHRAGM REPLACEMENT

1. Isolate the valve from the system by closing upstream and downstream block valves.

2. Loosen one of the tubing connections on the bonnet. Allow any residual pressure to bleed off.
3. Remove all tubing connected at the bonnet.
4. Remove the bonnet nuts.
5. Remove the bonnet. If the bonnet sticks in place, it may be loosened by rapping sharply around its edge with a *rubber-headed* mallet. *NOTE: 8" and larger valves are equipped with eye bolts through which a chain can be fastened to aid in lifting the bonnet.*
6. Remove the spring.
7. Remove the diaphragm plate capscrews and the diaphragm plate.
8. Remove the old diaphragm.
9. Making sure the dowel pin holes are in the proper location, place the new diaphragm over the studs and press down until it is flat against the body and spool.
10. Replace the diaphragm plate and the diaphragm plate capscrews.
11. Tighten all diaphragm plate capscrews snugly.
12. Replace the spring.
13. Replace the bonnet and reinstall the bonnet nuts.
14. Tighten the bonnet nuts snugly using a criss-cross tightening pattern.
15. Reinstall the control tubing.
16. Reopen the upstream and downstream block valves.
17. Before placing the valve back in service, perform the air bleed procedure described in the first section of this manual.

PROCEDURE B: CORRECTION OF BINDING STEM

1. Perform Steps 1 thru 6 of Procedure A, above.
2. Remove the spool assembly from the valve. *NOTE: On smaller valves, this can be accomplished simply by grasping the stem and pulling upward. Valves 6" and larger have the top of the stem threaded to accept an eyebolt to aid in lifting the spool out of the body. 6" thru 12" valves are threaded 3/8-16. 14" and 16" valves are threaded 5/8-11.*
3. Carefully examine both ends of the stem for deep scratches, scoring or buildup of mineral deposits. Polish the stem if necessary using a fine grade of emery cloth.
4. Similarly, examine and polish the upper bushing (in the bonnet) and the lower guide (in the seat ring).
5. Reinstall the spool assembly.
6. Reassemble the valve, following Steps 12 thru 17 in Procedure A.

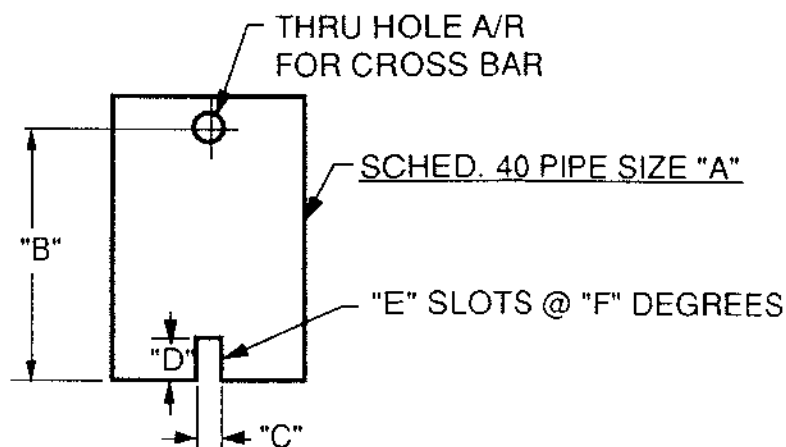
PROCEDURE C: SEAT DISC REPLACEMENT

1. Perform Steps 1 and 2 of Procedure B, above.
2. With the spool assembly removed from the body, remove the seat retainer screws.
3. Slide the seat retainer off the lower end of the stem.
4. Remove the seat disc from its groove in the spool. *NOTE: The seat disc may fit quite tightly in the groove. If necessary, it may be pried out using a thin-bladed screwdriver or similar tool.*
5. Install the new seat disc in the groove.
6. Reinstall the seat retainer and tighten the seat retainer screws.
7. Reassemble the valve, following Steps 5 and 6 of Procedure B.

PROCEDURE D: SEAT RING REPLACEMENT

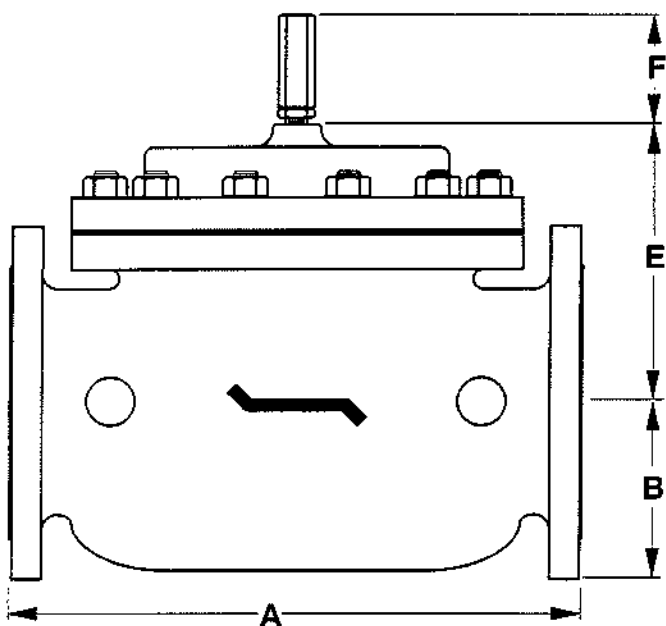
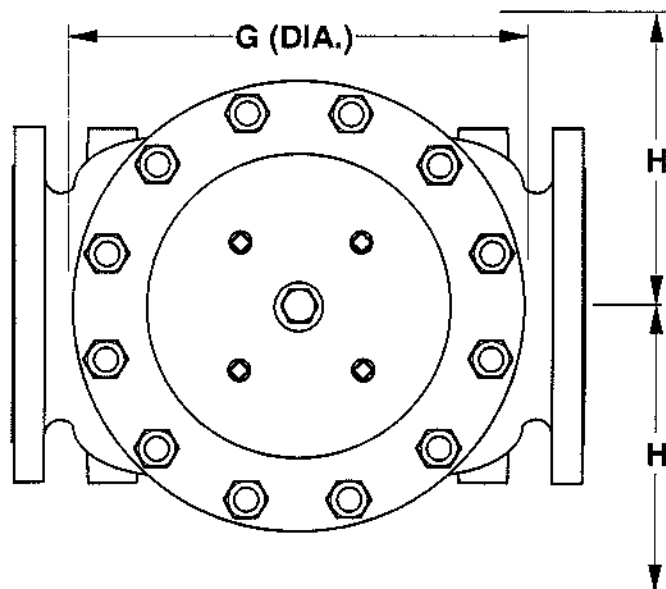
NOTE: It is rare for a seat ring to require replacement. Minor nicks and scratches in the seating surface can usually be smoothed out with emery cloth.

1. Perform Steps 1 and 2 of Procedure B, above.
2. If you are working on a 4" or smaller valve, follow Steps 3 thru 9, below.
3. If you are working on a 6" or larger valve, follow Steps 10 thru 16, below.
4. Seat rings in valves 4" and smaller are threaded into the valve body. To remove, you will need a special seat ring tool. You may fabricate one using standard pipe as shown in the sketch below, or one may be purchased from OCV.
5. Using the seat ring tool, unthread the seat ring from the body.
6. Remove the old o-ring from the counterbore in the body.
7. Install the new o-ring in the counterbore.
8. Using the seat ring tool, install the new seat ring.
9. Reassemble the valve, following Steps 5 & 6 of Procedure B.
10. Seat rings in valves 6" and larger are bolted into the body with socket head capscrews. In addition you will note that the seat ring is equipped with additional threaded holes that may be used for "jacking" the seat ring out of the body.
11. Remove the socket head capscrews.
12. Remove the old seat ring from the body by temporarily installing two or more of the capscrews in the "jacking" holes.
13. Install a new o-ring in the groove of the new seat ring. Lubricate the o-ring and outer seat ring wall with Vaseline® or similar lubricant.
14. Install the new seat ring in the body, making sure that the capscrew holes line up.
15. Replace and tighten all the capscrews.
16. Reassemble the valve, following Steps 5 and 6 of Procedure B.

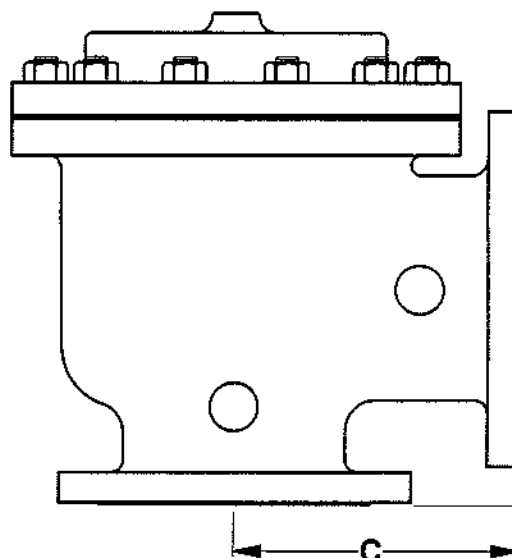


VALVE SIZE	"A" PIPE SIZE	"B" MIN. LENGTH	"C" SLOT WIDTH	"D" SLOT DEPTH	"E" NO. OF SLOTS	"F" SLOT SPACING
1-1/4"	3/4"	6"	3/8"	3/8"	2	180°
1-1/2"	3/4"	6"	3/8"	3/8"	2	180°
2"	1-1/2"	7"	3/8"	3/8"	2	180°
2-1/2"	2"	8"	1/2"	1/2"	3	120°
3"	2-1/2"	9"	5/8"	5/8"	2	180°
4"	3"	10"	5/8"	5/8"	2	180°

REVISED 3-17-97



DIM	ANSI CLASS	VALVE SIZE												
		1 1/4	1 1/2	2	2 1/2	3	4	6	8	10	12	14	16	24
A	SE	8.75	8.75	9.88	10.50	13.00	-	-	-	-	-	-	-	-
	150	8.50	8.50	9.38	10.50	12.00	15.00	17.75	25.38	29.75	34.00	39.00	40.38	62.00
	300	8.75	8.75	9.88	11.12	12.75	15.62	18.62	26.38	31.12	35.50	40.50	42.00	63.75
B	SE	1.44	1.44	1.69	1.88	2.25	-	-	-	-	-	-	-	-
	150	2.31	2.50	3.00	3.50	3.75	4.50	5.50	6.75	8.00	9.50	10.62	11.75	16.00
	300	2.62	3.06	3.25	3.75	4.12	5.00	6.25	7.50	8.75	10.25	11.50	12.75	18.00
C	SE	4.38	4.38	4.75	6.00	6.50	-	-	-	-	-	-	-	-
	150	4.25	4.25	4.75	6.00	6.00	7.50	10.00	12.69	14.88	17.00	-	20.81	-
	300	4 3/8	4.38	5.00	6.38	6.38	7.81	10.50	13.19	15.56	17.75	-	21.62	-
D	SE	3.12	3.12	3.88	4.00	4.50	-	-	-	-	-	-	-	-
	150	3.00	3.00	3.88	4.00	4.00	5.50	6.00	8.00	11.38	11.00	-	15.69	-
	300	3.25	3.25	4.12	4.38	4.38	5.81	6.50	8.50	12.06	11.75	-	16.50	-
E	ALL	6.00	6.00	6.00	7.00	6.50	7.92	10.00	11.88	15.38	17.00	18.00	19.00	27.00
F	ALL	3.88	3.88	3.88	3.88	3.88	3.88	3.88	6.38	6.38	6.38	6.38	6.38	8.00
G	ALL	6.00	6.00	6.75	7.69	8.75	11.75	14.00	21.00	24.50	28.00	31.25	34.50	52.00
H	ALL	10.00	10.00	11.00	11.00	11.00	12.00	13.00	14.00	17.00	18.00	20.00	20.00	28.50



NOTE: 3" VALVE DIMENSIONS
ARE FOR NEW MODEL 3100

4" VALVE DIMENSIONS ARE FOR
NEW MODEL 4400

REV. A SDJ 6-6-02
REV. B SDJ 2-3-03

TOLERANCES	
UNLESS NOTED	
FRACTIONAL $\pm 1/64$	
DECIMAL $\pm .005$	
MACH. FINISH 125/ $\sqrt{\text{ }}$	
ANGULAR $\pm 1/2^\circ$	
DRAWN BY	DATE
SDJ	10-6-97
CHKD. BY	DATE

OCV Control Valves		
TULSA, OKLAHOMA U.S.A.		
GENERAL VALVE DIMENSIONS		
SIZE	DRAWING NUMBER	REV.
A	65D	B

Installation & Maintenance Instructions

2-WAY DIRECT-ACTING SOLENOID VALVES
NORMALLY OPEN OR NORMALLY CLOSED OPERATION
BRASS OR STAINLESS STEEL CONSTRUCTION - 1/8", 1/4", OR 3/8" NPT

SERIES

8262
8263

Form No. V5256R8

IMPORTANT: See separate solenoid installation and maintenance instructions for information on: Wiring, Solenoid Temperature, Causes of Improper Operation, and Coil or Solenoid Replacement.

DESCRIPTION

Series 8262 and 8263 valves are 2-way direct-acting general service solenoid valves. Valves bodies are of rugged brass or stainless steel. Series 8262 or 8263 valves may be provided with a general purpose or explosionproof solenoid enclosure. Series 8262 and 8263 valves with suffix "P" in the catalog number are designed for dry inert gas and non-lubricated air service.

OPERATION

Normally Open: Valve is open when solenoid is de-energized; closed when is energized.

Normally Closed: Valve is closed when solenoid is de-energized; open when energized.

IMPORTANT: No minimum operating pressure required.

Manual Operation

Manual operator allows manual operation when desired or during an electrical power outage. Depending upon basic valve construction, three types of manual operators are available:

Push Type Manual Operator

To engage push type manual operator, push stem at base of valve body upward as far as possible. Valve will now be in the same position as when the solenoid is energized. To disengage manual operator, release stem. Manual operator will return to original position.

Screw Type Manual Operator

To engage screw type manual operator, rotate stem at base of the valve body clockwise until it hits a stop. Valve will now be in the same position as when the solenoid is energized. To disengage, rotate stem counterclockwise until it hits a stop.

CAUTION: For valve to operate electrically, manual operator stem must be fully rotated counterclockwise.

Stem/Lever Type Manual Operator

To engage manual operator, turn stem/lever clockwise until it hits a stop. Valve will now be in the same position as when the solenoid is energized. To disengage manual operator, turn stem/lever counterclockwise until it hits a stop.

CAUTION: For valve to operate electrically, manual operator stem/lever must be fully rotated counterclockwise.

Flow Metering Devices

Valves with suffix "M" in catalog number are provided with a metering device for flow control. Turn stem to right to reduce flow; left to increase flow.

INSTALLATION

Check nameplate for correct catalog number, pressure, voltage, frequency, and service. Never apply incompatible fluids or exceed pressure rating of the valve. Installation and valve maintenance to be performed by qualified personnel.

Note: Inlet port will either be marked "I" or "IN". Outlet port will be marked "O" or "OUT".

Future Service Considerations.

Provision should be made for performing seat leakage, external leakage, and operational tests on the valve with a nonhazardous, noncombustible fluid after disassembly and reassembly.

Temperature Limitations

For maximum valve ambient and fluid temperatures, refer to charts below. Check catalog number, coil prefix, suffix, and watt rating on nameplate to determine the maximum temperatures.

Wattage	Catalog Number Coil Prefix	Coil Class	Max. Ambient Temp. °F	Max. Fluid Temp. °F
6, 10.5, 12.4	none, DA or S	A	77	180
6, 10.5 12.4	DF, FT or SF	F	125	180
6, 10.5, 12.4	HT	H	140	180
9, 10.7	none, DP or SP	F	77	180
9.7	none, FT or HT	A, F or H	77	120
11.2	none, FT or HT	A, F or H	77	150
16.7	none, DP or SP	F	77	200
17.1	none, KP SP or SD	F	125	180
17.1	HB, KB SS or SV	H	140	180

Catalog Nos. 8262B200 and 8262 C200 AC construction only and Catalog Nos. 8262B214 and 8262 D200 AC and DC construction are limited to 140°F fluid temperature.

Valves with Suffix V or W that are designed for AC service and normally closed operation are for use with No. 2 and 4 fuel oil service. These valves have the same maximum temperatures per the above table except Suffix W valves are limited to a maximum fluid temperature of 140°F.

Listed below are valves with Suffix V in the catalog number that are acceptable for higher temperatures.

Catalog Number Coil Prefix	Max. Ambient Temp. °F	Max. Fluid Temp. °F
FT8262, HB8262 FT8263, HB8263 8262G, 8263G	125	250*
HT or HB 8262G HT or HB 8263G	140	250

*The only exception is the 8262G and 8263G series (Class F coil) at 50 Hertz rated 11.1 and 17.1 watts are limited to 210°F fluid temperature.

Positioning

This valve is designed to perform properly when mounted in any position. However, for optimum life and performance, the solenoid should be mounted vertically and upright to reduce the possibility of foreign matter accumulating in the solenoid base sub-assembly area.

Valves with suffix "P" in the catalog number must be mounted with the solenoid vertical and upright.

Mounting

Refer to Figure 2 for mounting dimensions.

Piping

Connect piping or tubing to valve according to markings on valve body. Inlet port will either be marked "I" or "IN". Outlet port will be marked "O" or "OUT". Wipe the pipe threads clean of cutting oils. Apply pipe compound sparingly to male pipe threads only. If applied to valve threads, the compound may enter the valve and cause operational difficulty. Avoid pipe strain by properly supporting and aligning piping. When tightening the pipe, do not use valve or solenoid as a lever. Locate wrenches applied to valve body or piping as close as possible to connection point.

IMPORTANT: To protect the solenoid valve, install a strainer or filter suitable for the service involved, in the inlet side as close to the valve as possible. Clean periodically depending on service conditions. See ASCO Series 8600, 8601 and 8602 for strainers.

MAINTENANCE

▲ WARNING: To prevent the possibility of personal injury or property damage, turn off electrical power, depressurize valve, and vent fluid to a safe area before servicing the valve.

NOTE: It is not necessary to remove the valve from the pipeline for repairs.

Cleaning

All solenoid valves should be cleaned periodically. The time between cleanings will vary depending on the medium and service conditions. In general, if the voltage to the coil is correct, sluggish valve operation, excessive noise or leakage will indicate that cleaning is required. In the extreme case, faulty valve operation will occur and the valve may fail to open or close. Clean strainer or filter when cleaning the valve.

Preventive Maintenance

- Keep the medium flowing through the valve as free from dirt and foreign material as possible.
- While in service, the valve should be operated at least once a month to insure proper opening and closing.
- Depending on the medium and service conditions, periodic inspection of internal valve parts for damage or excessive wear is recommended. Thoroughly clean all parts. If parts are worn or damaged, install a complete ASCO Rebuild Kit.

Causes of Improper Operation

- **Incorrect Pressure:** Check valve pressure. Pressure to valve must be within range specified on nameplate.
- **Excessive Leakage:** Disassemble valve (see Maintenance) and clean all parts. If parts are worn or damaged, install a complete ASCO Rebuild Kit.

Valve Disassembly

1. Disassemble valve using exploded views for identification of parts.
2. Remove solenoid, see separate instructions.
3. Unscrew solenoid base sub-assembly or valve bonnet with special wrench adapter supplied in ASCO Rebuild Kit. For wrench adapter only, order No. K218948. Remove core assembly, core spring, and solenoid base gasket from valve body. For normal maintenance on Series 8263 valves it is not necessary to remove valve seat. See Figure 1 for metering or manual operator constructions.
4. For normally open construction (Figure 3) remove end cap, or manual operator, (not shown) end cap gasket, disc holder spring, and disc holder assembly.
5. All parts are now accessible to clean or replace. If parts are worn or damaged, install a complete ASCO Rebuild Kit.

Valve Reassembly

1. Use exploded views for identification, orientation and placement of parts.
2. Lubricate all gaskets with DOW CORNING® 111 Compound lubricant or an equivalent high-grade silicone grease.
3. For normally open construction (Figure 3), install disc holder assembly, disc holder spring, end cap gasket and end cap or manual operator. For valves with 1/8" NPT, torque end cap or manual operator to 90 ± 10 in-lbs [10.2 ± 1.1 Nm]. For all other valves torque end cap or manual operator to 175 ± 25 in-lbs [19.8 ± 2.8 Nm].
4. For Series 8263 apply a small amount of LOCTITE® PST® pipe sealant to threads of valve seat (if removed). Follow manufacturers instructions for application of pipe sealant. Then install valve seat and torque to 75 ± 10 in-lbs [8.5 ± 1.1 Nm].
5. Replace solenoid base gasket, core assembly with core spring and solenoid base sub-assembly or plugnut/core tube sub-assembly and valve bonnet. Note: For core assemblies with internal type core springs, install wide end of core spring in core assembly first, closed end of core spring protrudes from top of core assembly.
6. For 1/8" NPT valve constructions, Torque valve bonnet to 90 ± 10 in-lbs [10.2 ± 1.1 Nm]. Torque solenoid base sub-assembly to 175 ± 25 in-lbs [19.8 ± 2.8 Nm].
7. Install solenoid, see separate solenoid instructions. Then make electrical hookup to solenoid.

▲ WARNING: To prevent the possibility of personal injury or property damage, check valve for proper operation before returning to service. Also perform internal seat and external leakage tests with a nonhazardous, noncombustible fluid.

8. Restore line pressure and electrical power supply to valve.
9. After maintenance is completed, operate the valve a few times to be sure of proper operation. A metallic click signifies the solenoid is operating.

ORDERING INFORMATION FOR ASCO REBUILD KITS

Parts marked with an asterisk (*) in the exploded view are supplied in Rebuild Kits. When Ordering Rebuild Kits for ASCO valves, order the Rebuild Kit number stamped on the valve nameplate. If the number of the kit is not visible, order by indicating the number of kits required, and the Catalog Number and Serial Number of the valve(s) for which they are intended.

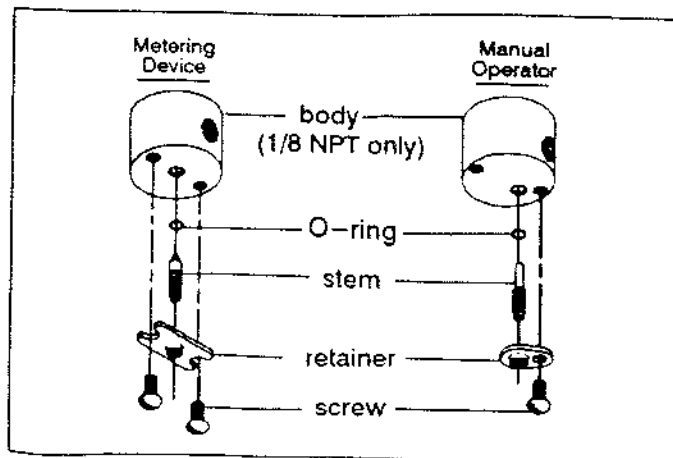
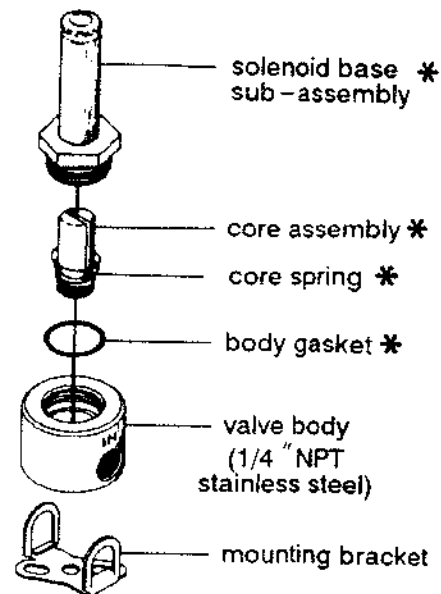


Figure 1. Metering and manual operator constructions.

Diagram illustrating the components of a valve assembly, shown in an exploded view:

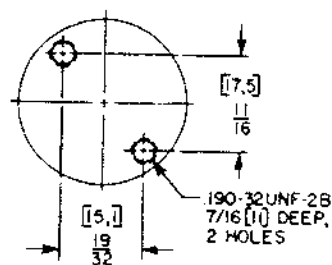
- valve bonnet *
- bonnet gasket *
- plugnut/core tube *
sub-assembly
- core spring *
(see note)
- core assembly *
- body gasket *
- valve body
(1/8" NPT brass or stainless steel)
- mounting bracket
(stainless steel construction only)

valve body
(1/4" NPT brass)

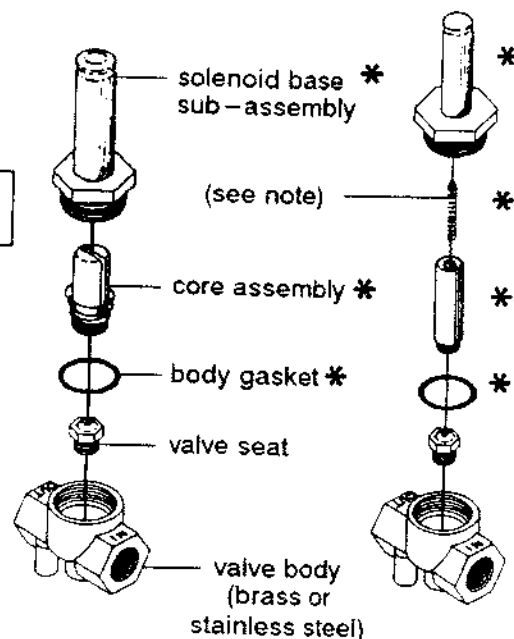
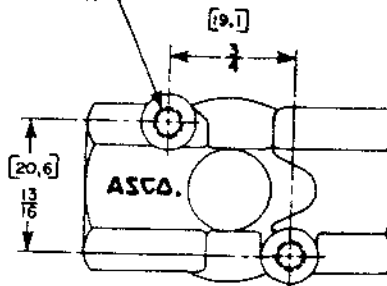


[m m]
— INCHES —

- 2 MOUNTING HOLES
 .190-24UNC-2B THREAD
 1/4 [6.4] MIN. FULL THREAD
 3/8 [9.5] DEEP



(1/8" NPT brass)



Note:
Wide end of core spring in core first,
closed end protrudes from top of core.

Form No.V5256R8

Disassembly and Reassembly of Stem/Lever Type Manual Operator (Refer to Figure 3)

NOTE: There are two stem/lever manual operator constructions. They are identified by the location of the core spring as *internal* or *external* spring construction.

1. Unscrew solenoid base sub-assembly from manual operator body.
2. Unscrew manual operator body from valve body. Then remove body gasket and stem retainer.
3. Slip stem/spacer sub-assembly with stem gasket from manual operator body. Remove core assembly with core spring from center of manual operator body.
4. All parts are now accessible for cleaning or replacement. Lubricate gaskets per *Valve Reassembly* step 2.

5. Position core assembly with core spring into base of manual operator body. Then install stem/spacer sub-assembly into manual operator body to engage with core assembly.
6. Reinstall stem retainer on body and stem/spacer sub-assembly.

IMPORTANT: The spacer on the stem/spacer sub-assembly must be *inside* of the stem retainer for *internal* spring construction and *outside* the stem retainer for *external* spring construction.

7. Replace body gasket and install manual operator assembly in valve body. Torque manual operator body to 175 ± 25 in-lbs [19.8 ± 2.8 Nm].
8. Replace solenoid base gasket and solenoid base sub-assembly. Torque solenoid base sub-assembly to 175 ± 25 in-lbs [19.8 ± 2.8 Nm].
9. Check manual operator for proper operation. Turn stem clockwise and counterclockwise; stem should turn freely without binding.

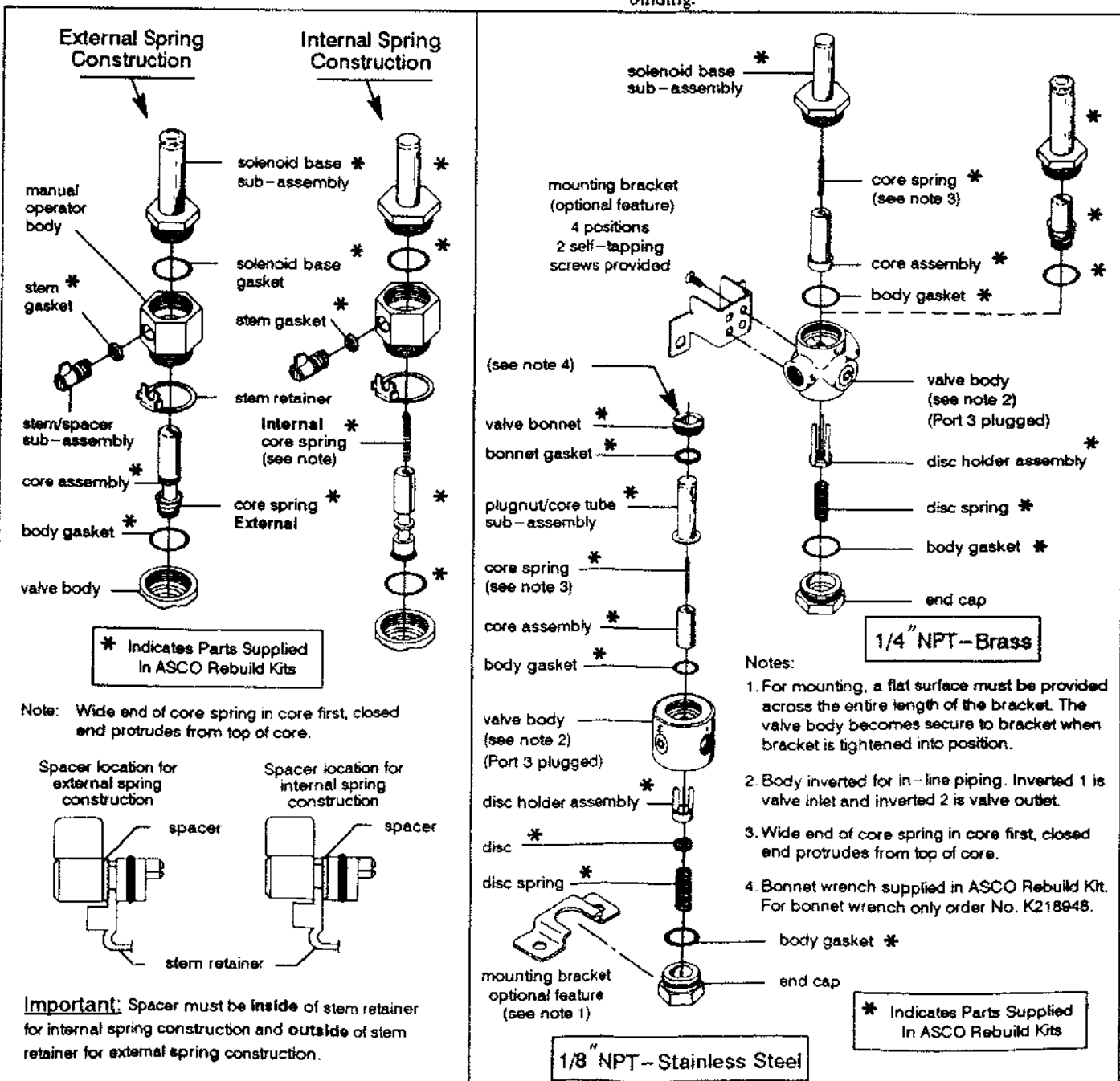


Figure 3. Stem/lever type manual operators

Figure 4. Series 8262, normally open construction.

INSTALLATION AND MAINTENANCE INSTRUCTIONS

2-WAY INTERNAL PILOT OPERATED SOLENOID VALVES

DIAPHRAGM TYPE — 3/8, 1/2 AND 3/4 N.P.T.

NORMALLY OPEN OPERATION

BULLETINS

8210

8211

ASCO

FORM NO. V-5983

DESCRIPTION

Bulletin 8210 valves are 2-way, normally open internal pilot operated solenoid valves. Valve bodies and bonnets are of brass or stainless steel construction. Standard valves have a General Purpose, NEMA Type 1 Solenoid Enclosure.

Bulletin 8211's are the same as the 8210's except the solenoids are equipped with an enclosure which is designed to meet NEMA Type 4 - Watertight, NEMA Type 7 (C or D) Hazardous Locations - Class I, Groups C or D and NEMA Type 9 (E, F or G) Hazardous Locations - Class II, Groups E, F or G. Installation and Maintenance Instructions for Explosion-Proof/Watertight Solenoid Enclosures are shown on Form No. V-5709.

OPERATION

Normally Open: Valve is open when solenoid is de-energized. Valve closes when solenoid is energized.

INSTALLATION

Check nameplate for correct catalog number, pressure, voltage and service.

TEMPERATURE LIMITATIONS

For maximum valve ambient and fluid temperatures, refer to chart below. For higher ambient and fluid temperature limitations, consult factory. Check catalog number on nameplate to determine maximum temperatures.

Construction	Coil Class	Catalog Number Prefix	Maximum Ambient Temp. °F	Maximum Fluid Temp. °F
A-C Construction (Alternating Current)	A	None	77	200
	F	FT	122	200
	H	HT	140	200
D-C Construction (Direct Current)	A, F or H	None, FT or HT	77	180

POSITIONING

This valve is designed to perform properly when mounted in any position. However, for optimum life and performance, the solenoid should be mounted vertical and upright so as to reduce the possibility of foreign matter accumulating in the core tube area.

MOUNTING

For mounting bracket (optional feature) dimensions, refer to Figure 1.

PIPING

Connect piping to valve according to markings on valve body. Apply pipe compound sparingly to male pipe threads only; if applied to valve threads, it may enter the valve and cause operational difficulty. Pipe strain should be avoided by proper support and alignment of piping. When tightening the pipe, do not use valve as a lever. Wrenches applied to valve body or piping are to be located as close as possible to connection point.

IMPORTANT: For the protection of the solenoid valve, install a strainer or filter suitable for the service involved in the inlet side as close to the valve as possible. Periodic cleaning is required depending on service conditions. See Bulletins 8600, 8601 and 8602 for strainers.

WIRING

Wiring must comply with Local and National Electrical Codes. Housings for all solenoids are provided with connections or accommodations for 1/2 inch conduit. The general purpose solenoid enclosure may be rotated to facilitate wiring by removing the retaining cap or clip. **CAUTION:** When metal retaining clip disengages, it will spring upward. Rotate enclosure to desired position. Replace retaining cap or clip before operating.

NOTE: Alternating Current (A-C) and Direct Current (D-C) solenoids are built differently. To convert from one to the other, it is necessary to change the complete solenoid including the solenoid base sub-assembly, core, plunger assembly and coil.

SOLENOID TEMPERATURE

Standard catalog valves are supplied with coils designed for continuous duty service. When the solenoid is energized for a long period, the solenoid enclosure becomes hot and can be touched with the hand only for an instant. This is a safe operating temperature. Any excessive heating will be indicated by the smoke and odor of burning coil insulation.

MAINTENANCE

WARNING: Turn off electrical power supply and depressurize valve before making repairs. It is not necessary to remove the valve from the pipe line for repairs.

CLEANING

A periodic cleaning of all solenoid valves is desirable. The time between cleanings will vary depending on media and service conditions. In general, if the voltage to the coil is correct, sluggish valve operation, excessive noise or leakage will indicate that cleaning is required. Clean valve strainer or filter when cleaning solenoid valve.

PREVENTIVE MAINTENANCE

1. Keep the medium flowing through the valve as free from dirt and foreign material as possible.
2. While in service, operate the valve at least once a month to insure proper opening and closing.
3. Periodic inspection (depending on media and service conditions) of internal valve parts for damage or excessive wear is recommended. Thoroughly clean all parts. Replace any parts that are worn or damaged.

ASCO Valves

ASCO

IMPROPER OPERATION

1. **Faulty Control Circuit:** Check the electrical system by energizing the solenoid. A metallic click signifies the solenoid is operating. Absence of the click indicates loss of power supply. Check for loose or blown-out fuses, open-circuited or grounded coil, broken lead wires or splice connections.
2. **Burned-Out Coil:** Check for open-circuited coil. Replace coil if necessary.
3. **Low Voltage:** Check voltage across the coil leads. Voltage must be at least 85% of nameplate rating.
4. **Incorrect Pressure:** Check valve pressure. Pressure to valve must be within range specified on nameplate.
5. **Excessive Leakage:** Disassemble valve and clean all parts. Replace worn or damaged parts with a complete Spare Parts Kit for best results.

COIL REPLACEMENT (Refer to Figure 1)

Turn off electrical power supply and disconnect coil lead wires. Proceed in the following manner:

1. Remove retaining cap or clip, spacer, nameplate and housing. CAUTION: When metal retaining clip disengages, it will spring upward.
2. Slip spring washer, insulating washer, coil and insulating washer off the solenoid base sub-assembly. Insulating washers are omitted when a molded coil is used.
3. Reassemble in reverse order of disassembly paying careful attention to exploded view provided for identification and placement of parts.

CAUTION: Solenoid must be fully reassembled as the housing and internal parts are part of and complete the magnetic circuit. Place an insulating washer at each end of the coil, if required.

VALVE DISASSEMBLY

Depressurize valve and turn off electrical power supply. For brass construction, refer to Figure 2. For stainless steel construction, refer to Figure 3. Proceed in the following manner:

1. Disassemble valve in an orderly fashion paying careful attention to exploded views provided for identification of parts.
2. Remove retaining cap or clip and slip the entire solenoid enclosure off the solenoid base sub-assembly. CAUTION: When metal retaining clip disengages, it will spring upward.
3. Unscrew solenoid base sub-assembly and remove core, plugnut gasket, plugnut assembly and solenoid base gasket.
4. For stainless steel construction, remove adapter and adapter gasket.
5. Remove bonnet screws (4), valve bonnet, disc holder sub-assembly, diaphragm/spring sub-assembly and body gasket.
6. All parts are now accessible for cleaning or replacement. Replace worn or damaged parts with a complete Spare Parts Kit for best results.

VALVE REASSEMBLY

1. Reassemble in reverse order of disassembly paying careful attention to exploded views provided for identification and placement of parts.
2. Replace body gasket and diaphragm/spring sub-assembly. Locate bleed hole in diaphragm/spring sub-assembly approximately 45° from valve outlet. NOTE: Should diaphragm/spring sub-assembly become disassembled, be sure to replace the diaphragm/spring support with lip facing upward towards the valve bonnet.
3. Replace disc holder spring and disc holder sub-assembly.
4. Replace valve bonnet and bonnet screws. Torque bonnet screws in a crisscross manner to 95 ± 10 inch-pounds.

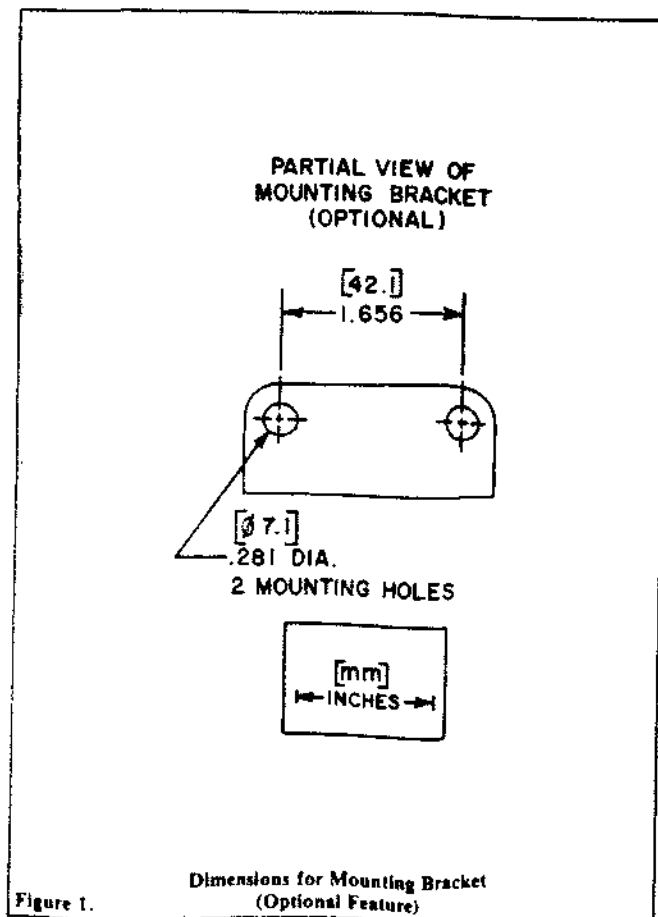
5. For stainless steel construction, replace adapter gasket and adapter. Torque adapter to 175 ± 25 inch-pounds.
6. Install solenoid base gasket, plugnut assembly and plugnut gasket. Position core (small end up for A-C Construction) on plugnut assembly. For D-C Construction, be sure plugnut assembly and core are installed with mated ends together.
7. Replace solenoid base sub-assembly and torque to 175 ± 25 inch-pounds.
8. Replace solenoid enclosure and retaining cap or clip.
9. After maintenance, operate the valve a few times to be sure of proper opening and closing.

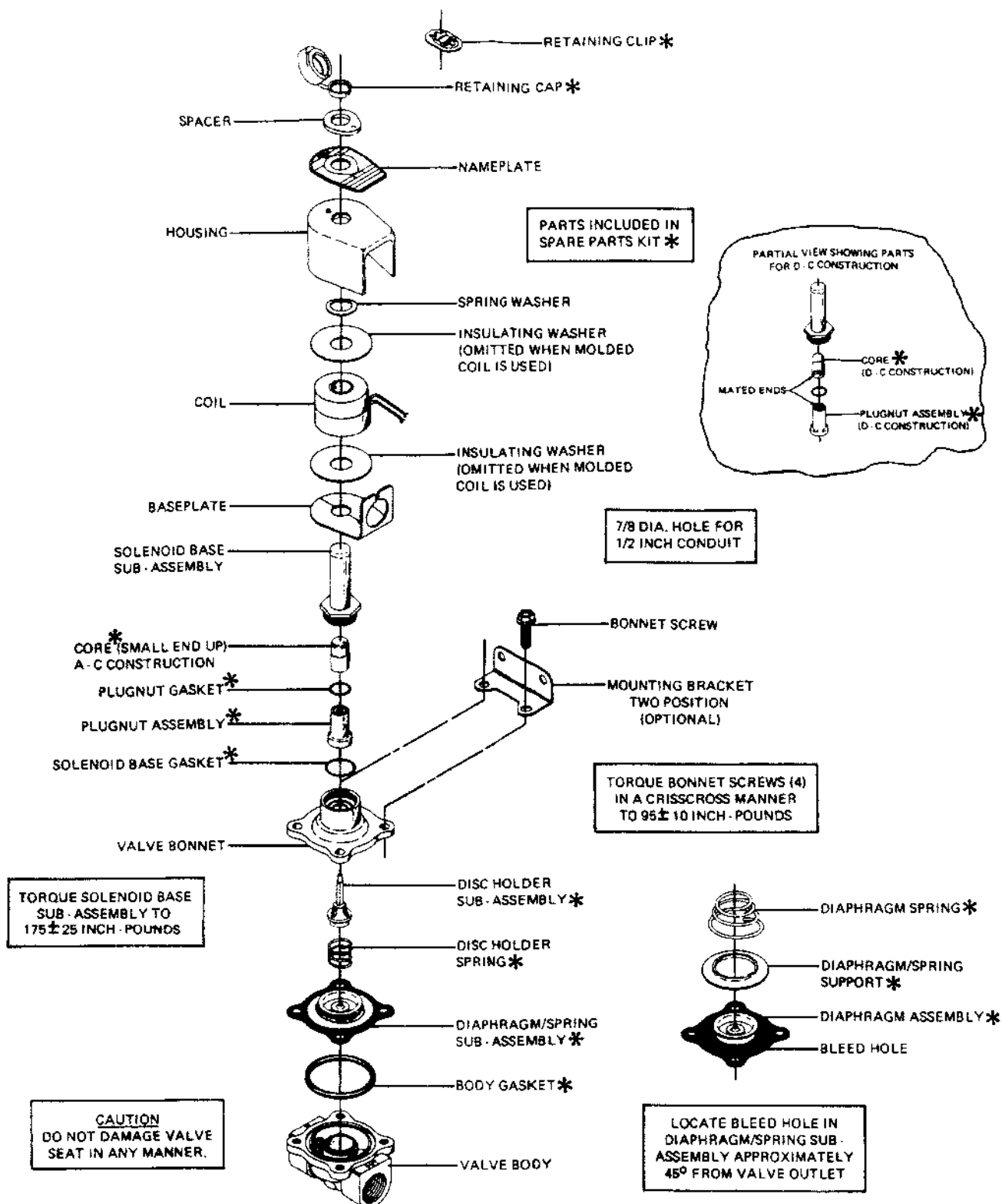
SPARE PARTS KITS

Spare Parts Kits and Coils are available for ASCO valves. Parts marked with an asterisk (*) are supplied in Spare Parts Kits.

ORDERING INFORMATION FOR SPARE PARTS KITS

When Ordering Spare Parts or Coils,
Specify Valve Catalog Number,
Serial Number and Voltage.





Bulletin 8210 - 3/8, 1/2 and 3/4 N.P.T. - Brass Construction
General Purpose Solenoid Enclosure Shown.

Figure 2.

For Explosion-Proof/Watertight Solenoid Enclosure used on Bulletin 8211, See Form No. V-5709.

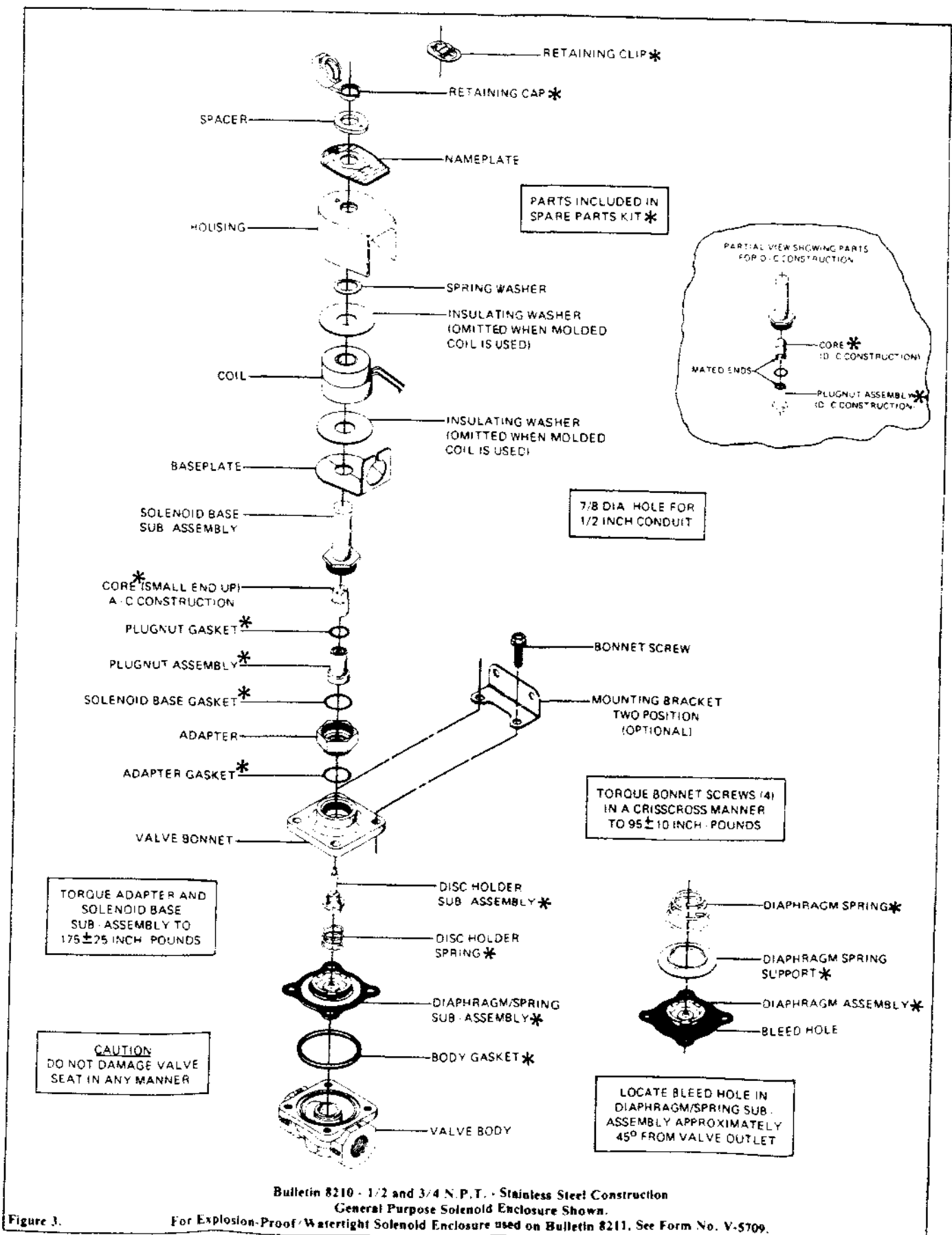


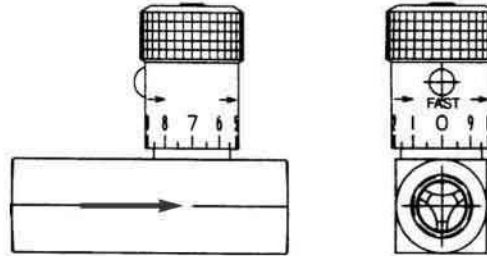
Figure 3.

DESCRIPTION



The Model 141-3 Flow Control Valve is an adjustable restriction device, installed in the control circuit tubing. The flow control valve differs from a standard needle valve in that it includes an internal check valve. Thus it allows free flow in one direction (through the check) and restricted flow in the other direction (through the needle). The setting of the flow control valve meters the flow into or out of the main valve diaphragm chamber,

thus controlling either the opening or closing speed of the main valve. These can be installed in series for separate opening and closing speed control. Restricted flow is in the direction of the flow arrow on the body.

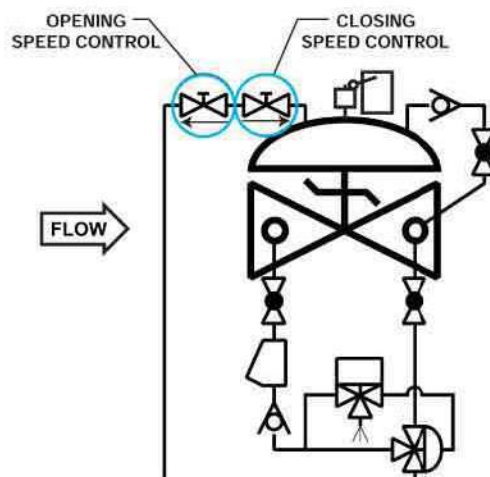


MODEL 141-3 MATRIX

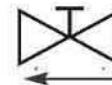
MATERIAL	PART NUMBER	INLET/OUTLET (NPT)	A	USED ON VALVE SIZE*
Brass	682100	1/4	2 3/8	1 1/4"-2"
Brass	682101	3/8	2 3/4	2 1/2"-6"
Brass	682102	1/2	3 1/4	8"-10"
Brass	682103	3/4	3 7/8	12"-16"
Stn. Steel	682700	1/4	2 3/8	1 1/4"-2" Stn.
Stn. Steel	682701	3/8	2 3/4	2 1/2"-6"
Stn. Steel	682702	1/2	3 1/4	8"-10"
Stn. Steel	682703	3/4	3 5/8	12"-16"

Note: Flow control valve use and size may vary on valve application. Consult factory.

SCHEMATIC SYMBOL



The Model 141-3 Flow Control Valve is shown on OCV Valve Schematics as:



EXAMPLE: Shown here on a MODEL 125 Pump Control Valve as separate opening and closing speeds.



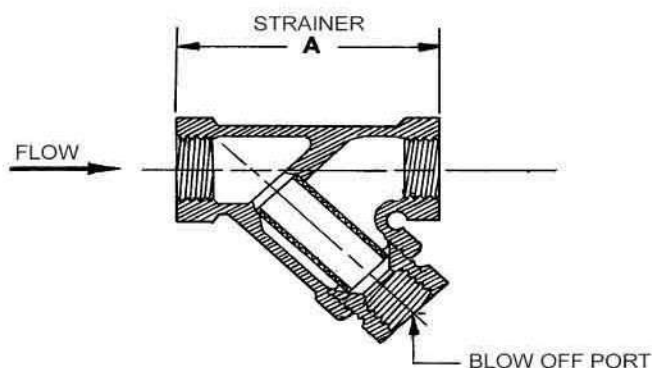
DESCRIPTION

MODEL 159 Y-STRAINER

The 159 Y-Strainer installs in the inlet piping of the pilot system and protects the pilot system from solid contaminants in the line fluid. It is the standard strainer for water service valves.

MODEL 159 Y-STRAINER MATRIX

MATERIAL	PART NUMBER	INLET/OUTLET (NPT)	BLOW OFF PORT (NP)	A	STD. MESH	USED ON VALVE SIZE
Bronze	660100	3/8	3/8	2 11/16	24	1 1/4"-6"
Bronze	660101	1/2	3/8	2 5/8	24	8"-10"
Bronze	660102	3/4	3/8	3 5/16	24	12"-16"
Stn. Steel	660700	3/8	1/4	2 1/2	20	1 1/4"-6"
Stn. Steel	660701	1/2	1/4	2 1/2	20	8"-10"
Stn. Steel	660702	3/4	1/4	3 1/8	20	12"-16"



MATERIALS

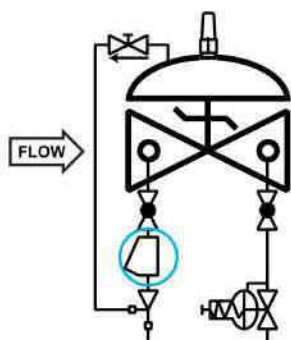
Bronze, ASTM B62
Optional mesh sizes: 50, 100

Stainless Steel, CF8-M (316)
Optional mesh sizes: 60, 80, 100

Screens are stainless steel

SCHEMATIC SYMBOL

The Model 159 Y-Strainer is shown on OCV Valve Schematics as:



EXAMPLE: Shown here on a MODEL 127-3 Pressure Reducing Valve

MAINTENANCE

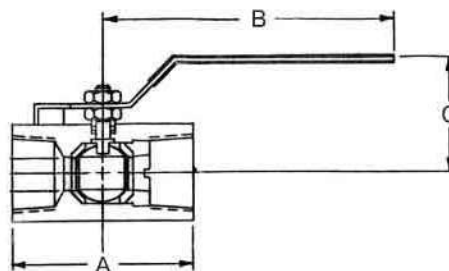
Routine cleaning and checking of the Y-Strainer will aid in keeping the control valve functioning properly. Pilot system isolation ball valves are supplied on valves equipped with the Model 159 Y-Strainer. These allow flushing of the screen through the blow off port, or removal of the screen itself for manual cleaning.

DESCRIPTION



The Model 141-4 Ball Valve is a 1/4-turn shutoff device used for isolating the pilot system from the main valve. They are extremely useful for performing routine maintenance and troubleshooting.

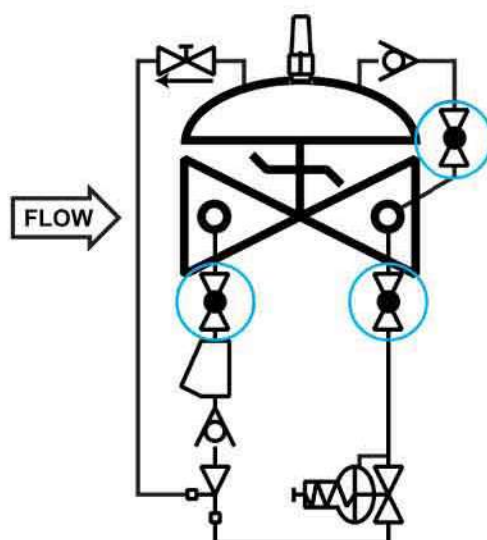
Ball valves are standard on water service valves; optional on fuel service valves.



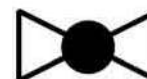
MODEL 141-4 MATRIX

MATERIAL	PART NUMBER	INLET/OUTLET (NPT)	A	B	C	USED ON VALVE SIZE*
Bronze	680100	3/8	1 3/4	3 1/2	1 7/8	1 1/4"-6"
Bronze	680101	1/2	2	3 1/2	2 1/4	8"-10"
Bronze	680102	3/4	3	4 3/4	2 1/4	12"-16"
Stn. Steel	680700	3/8	2	3 3/4	2 1/8	1 1/4"-6"
Stn. Steel	680701	1/2	2 1/4	3 3/4	2 1/2	8"-10"
Stn. Steel	680702	3/4	3	4 3/4	2 1/4	12"-16"

SCHEMATIC SYMBOL



The Model 141-4 Ball Valve is shown on OCV Valve Schematics as:



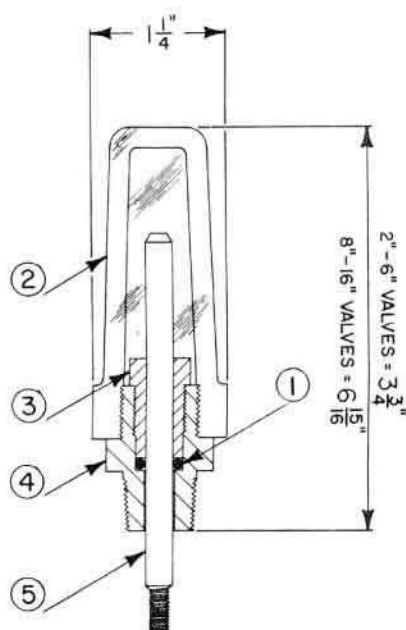
EXAMPLE: Shown here on a MODEL 127-4 Pressure Reducing / Check Valve.

DESCRIPTION

The Model 155 Visual Indicator is a device that enables the user to determine the extent of opening of a control valve. It consists of an adaptor threaded into the center port of the valve bonnet, a rod threaded into the main valve stem, a sealing O-ring, and a protective clear plastic housing. The indicator rod moves as the valve opens and closes. It may be installed on virtually any OCV control valve, and can be done so without any disassembly of the valve itself.

WHERE USED - Standard on Series 94 Check Valves, Series 3330 Altitude Valves, and Series 22 Digital Control Valves. Optional on any other valve not employing a limit switch or position transmitter.

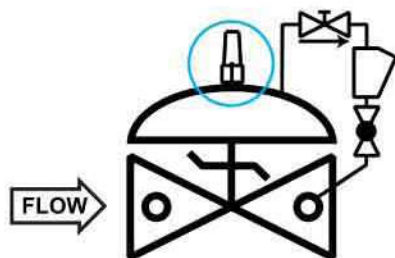
MODEL 155 MATRIX



MATERIAL	PART NO. (BRASS) ADAPTOR	PART NO. (STAINLESS ADAPTOR)	VALVE TRAVEL (FULL STROKE)
1 1/4" - 1 1/2"	255100	255700	3/8"
2"	255100	255700	1/2"
2 1/2"	255100	255700	3/4"
3"	255100	255700	1"
4"	255101	255701	1 3/8"
6"	255102	255702	1 1/2"
8" - 10"	255103	255703	2 1/2"
12"	255104	255704	3"
14" - 16"	255105	255705	3 1/2", 4"
24"	255109	255709	6"

ITEM	DESCRIPTION
1	O-Ring
2	Housing
3	Bushing
4	Adaptor
5	Stem

SCHEMATIC SYMBOL



EXAMPLE: Shown here on a Model 94-1 Check Valve

The Model 155 is shown on OCV Valve Schematic as:



MATERIALS

Indicator Rod:	Monel
Adapter:	Brass (std.), Stainless Steel (optional)
Housing:	Butyrate (1 1/4" - 6") Acrylic (8" and larger)
O-Ring:	Viton® (std.) Buna-N, EPDM (optional)

OCV[®] FLUID SOLUTIONS^{LLC}



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