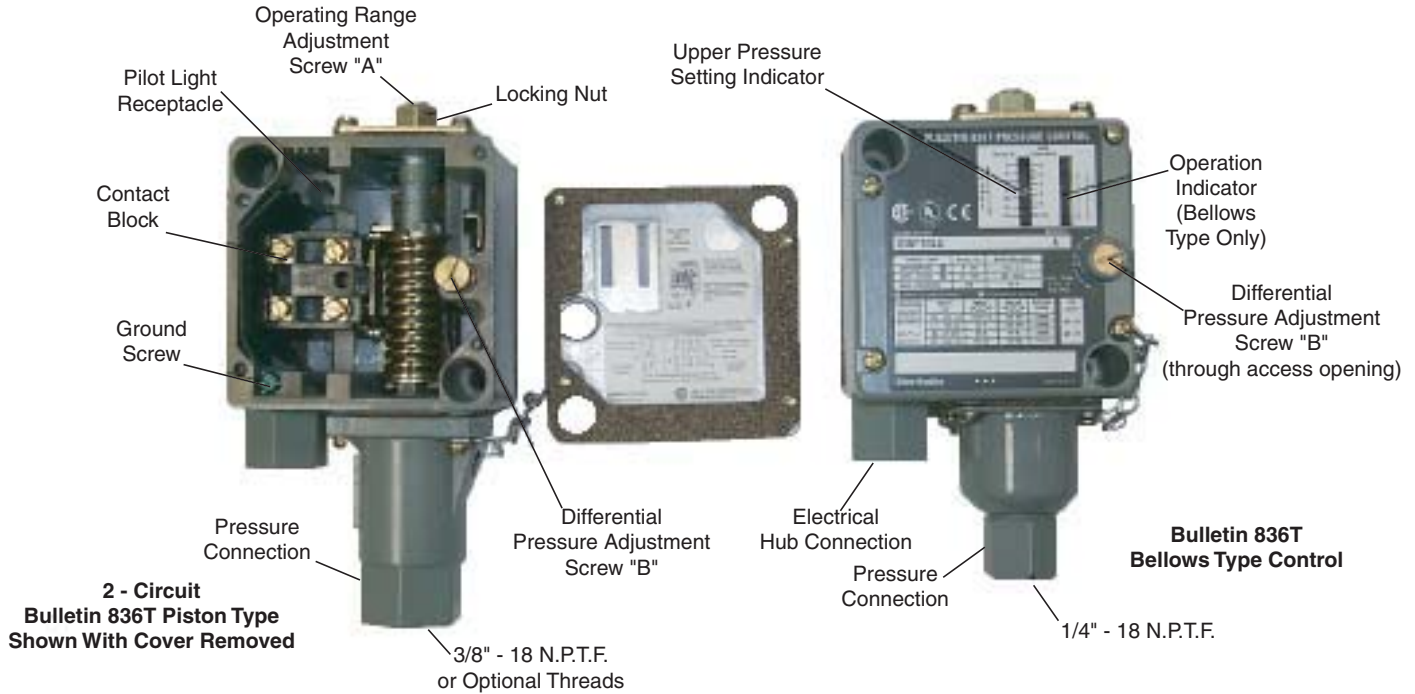




Bulletin 836T Pressure Controls



ATTENTION: To prevent electrical shock, disconnect from power source before installing or servicing.



DESCRIPTION - Bulletin 836T, Type 1, 4, & 13 oiltight pressure controls are designed for use on machine tool applications where a stream of oil or water may flow over the enclosure. Other applications would include areas where it is desirable to resist the entrance of lint, dust, and dirt into the enclosure.

The operating range pressure and differential are adjustable externally.

Bellows type devices are available from vacuum to pressures up to 650 psi.



ATTENTION: The control should not be supported by only the electrical and pressure connections. A support wrench should be used when tightening the electrical hub and pressure connections.



ATTENTION: Copper alloy bellows may be used on water or air and other liquids or gases not corrosive to this alloy. Type 316 stainless steel bellows are available and are used for the more corrosive liquids and gases.

Piston type devices are available for pressures up to 5000 psi.

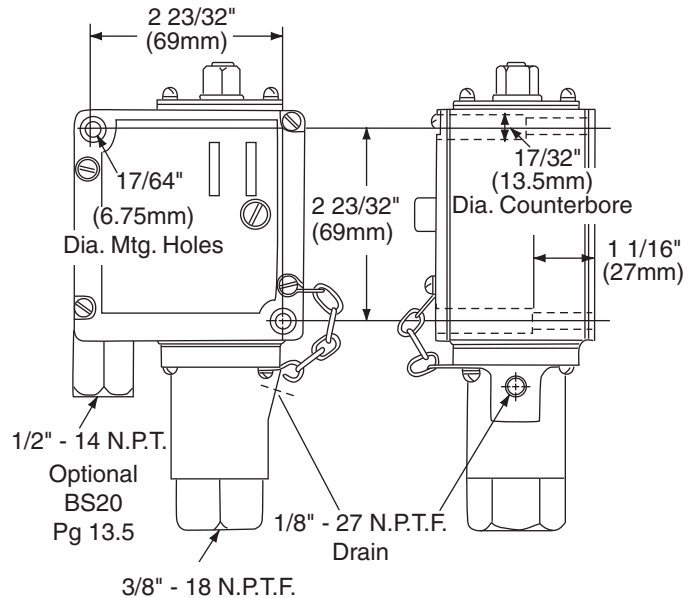


ATTENTION: Stainless steel piston type controls are designed for use on oil, water and waterbased fluids but must not be used on air or gases.

The 2 - Circuit contact block has one set of normally open and one set of normally closed contacts. These contacts may be arranged for single pole double-throw operation or separate circuit operation having the same polarity.

A 4 - Circuit contact block assembly with two normally open and two normally closed contacts is also available. An isolated terminal is furnished to provide a termination point when an optional power source is used. These contacts may be arranged for double pole double-throw operation or two isolated single pole double-throw, electrically isolated circuits. Circuits must be of the same polarity.

MOUNTING - The pressure control should be mounted securely to a firm base using two mounting screws. The recommended fastener for mounting is a 1/4"-20 or M6X1 metric screw. The applied torque should not exceed 70 lb-in (8 Nm). The mounting holes (see sketch) are easily accessible without removing the front cover assembly.



Optional
SAE 7/16-20 UNF-2B
SAE 9/16-18 UNF-2B

Piston Type Shown

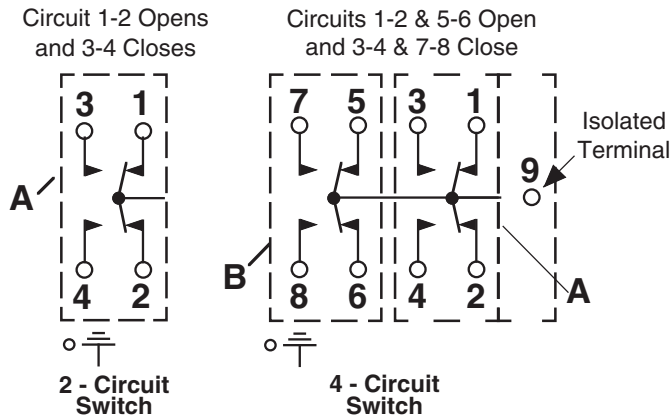
OPERATION - A toggle mechanism operates the snap action switch at a predetermined pressure setting. For the 2 - Circuit snap switch the pressure causes the normally closed circuit 1-2 to open and normally open circuit 3-4 to close. This is known as the trip pressure. When the pressure returns to a lower predetermined setting, the circuit 1-2 will close and circuit 3-4 will open. This is known as the reset pressure. The difference between "trip" and "reset" pressure is the differential.

Similarly, for the 4 - Circuit snap switch, both normally closed circuits, 1-2 & 5-6 would open and both normally open circuits, 3-4 & 7-8 would close on increasing pressure. On decreasing pressure, the contacts would return to their original state at a predetermined setting.

Catalog number 836T-T251J can also be operated in a vacuum. At a higher vacuum setting (lower pressure toward 30" Hg) the 2 - Circuit switch contacts 1-2 will be closed and 3-4 open. At a lower vacuum (higher pressure toward 0 psi) circuit 1-2 will open and circuit 3-4 will close.

EXAMPLE: Control set to close contacts at 15" Hg vacuum, open at 5" Hg vacuum. For the 2 - Circuit switch, circuit 1-2 would be used. For the 4 - Circuit switch, circuits 1-2 or 5-6 would be used.

CONTACT BLOCK WIRING SYMBOL (Increasing Pressure Operation)



A or B circuits must be the same polarity.

ADJUSTMENT - Generally, unless otherwise specified, controls shipped from the factory are set at the maximum operating range pressure and minimum differential.

The following procedure should be used to set the control to a particular requirement.

OPERATING RANGE ADJUSTMENT: Turn lock nut on adjustment screw "A" counterclockwise to loosen. Turn range adjustment screw "A" clockwise to raise upper and lower pressure settings. To decrease the upper and lower settings, turn screw "A" counterclockwise. The approximate upper pressure setting is shown by an indicator in the left window between the calibration scales on the nameplate. When the proper setting is reached, tighten the lock nut on screw "A" clockwise.

DIFFERENTIAL ADJUSTMENT: When the differential screw "B" is up against the underside of the differential access opening in the cover the control will function at minimum differential. To increase the differential, turn adjustment screw "B" clockwise. This will decrease the lower setting only. The higher setting will not change. Similarly, to decrease the differential turn the differential adjustment screw "B" counterclockwise. This will raise the lower setting only.

Condensed instructions can be found on the inside of the front cover.

NOTE: The use of a pressure gauge is desirable when setting the control.



ATTENTION: The adjustment screw "A" should not be forced beyond the range of the control indicated on the calibrated scale. The adjustment screw "B" should not be adjusted beyond the maximum specified differential of the control.

Operating variables in a system may cause changing pressure requirements. It is recommended that a periodic inspection of the gauge pressure be made and the pressure control adjusted to compensate when necessary for these changes.

PISTON TYPE APPLICATIONS -



ATTENTION: All pistons are provided with a 1/8 inch threaded drainopening which should be connected to an oil return line leading to an oil reservoir which is vented to atmosphere. This reservoir may be at a higher level of elevation than the control. The controls with seal rings usually do not require return lines. However, the 1/8 inch threaded drainopening should never be plugged on either type of piston control. This also includes the shipping plug which must be removed upon installation. Filters should be used to reduce contamination of hydraulic fluid.

PILOT LIGHT OPTION - A high intensity neon glow pilot light is available for 120 volt, 60 hertz applications and can be installed at the factory or in the field. To order pilot light kit specify catalog number of existing control and add N9 to this number. Optional pilot lights are available on special orders.

The pilot light is wired to the contact block as follows:

A. 2 - Circuit

Always connect lamp wires to same set of terminals used for the load. To light on increasing pressure connect across 1-2. To light on decreasing pressure connect across 3-4.

B. 4 - Circuit

Consists of 2 electrically isolated single pole-double throw circuits. Connect lamp wires to same set of terminals used for load. To light on increasing pressure connect across 1-2 or 5-6. To light on decreasing pressure connect across 3-4 or 7-8.

(or)

An isolated terminal, 9, is provided as a termination point when an optional power source is used. This provides a convenient means for various circuit connections when separation of the load and pilot light is required. Circuits must be the same polarity for pilot light connections and switching of auxiliary equipment.

PAINTING - Standard controls are supplied with a removable paint mask on the nameplate. Remove the mask on final installation.

CONTACT BLOCK REPLACEMENT - To order Bulletin 836T Contact Block 2 - Circuit (SPDT-DB) Replacement Kit specify Catalog Number 836T-N1. For the 4 - Circuit (DPDT-DB) Contact Block Replacement Kit specify Catalog Number 836T-N2.

REPAIRS - Due to the integral construction of the Bulletin 836T Pressure Control, it is recommended it be returned to the factory for repairs (excluding contact block replacement). The control will be adjusted for optimum performance and tested to specifications.