Operating Manual

Model #: 115-1DV
Size:
Serial #:
Sales Order:

7400 East 42nd Place
Tulsa, Oklahoma
74145-4744 USA

phone: 918-627-1942
888-628-8258

fax: 918-622-8916

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website: www.controlvalves.com

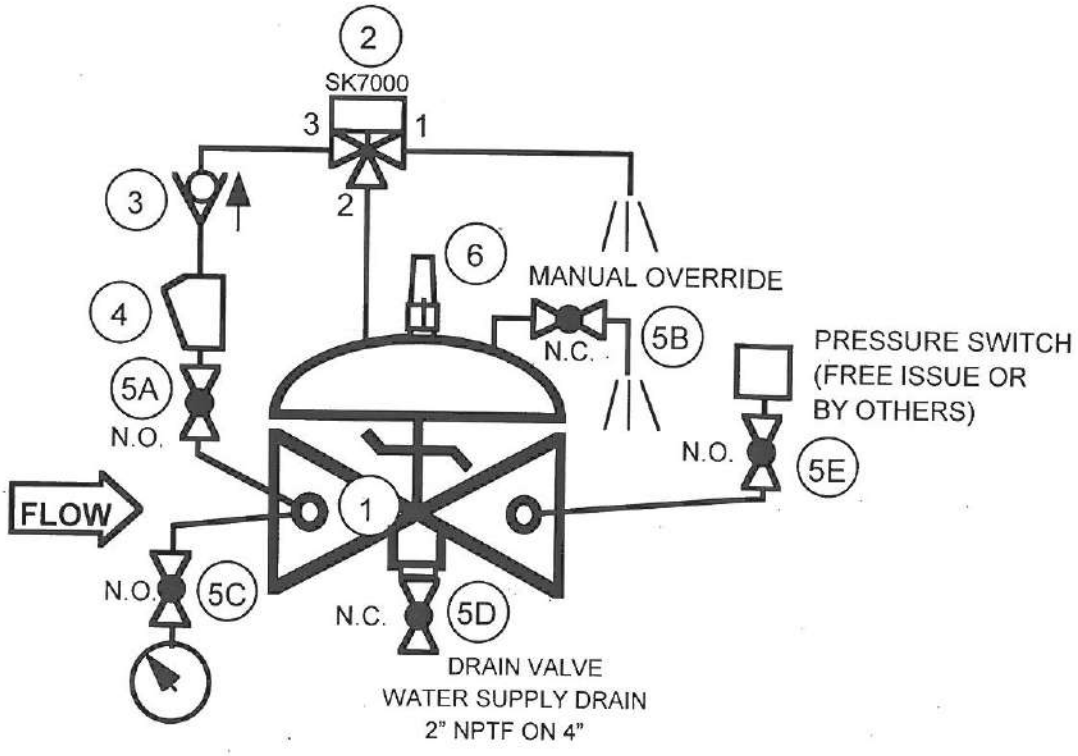
OCV™ Control Valves LLC

Global performance. Personal touch.

MODEL 115-1DV

RON
4-19-13

DELUGE VALVE
OPERATED DIRECTLY BY 3-WAY SOLENOID
(ENERGIZE TO OPEN)



THIS VALVE ALSO MAY BE SPECIFIED, ENERGIZE TO CLOSE.
PILOT SYSTEM MAY ALSO BE SPECIFIED VENT TO DISCHARGE.

ITEM	PART NO.	QTY	DESCRIPTION
1	65FC	1	BASIC VALVE ASSEMBLY(UL LISTED 3" THRU 10")
2	452	1	THREE-WAY SOLENOID PILOT
3	141-1	1	CHECK VALVE
4	159	1	Y-STRAINER
5	141-4	5	ISOLATION BALL VALVE
6	155	1	VISUAL INDICATOR

OCV Control Valves

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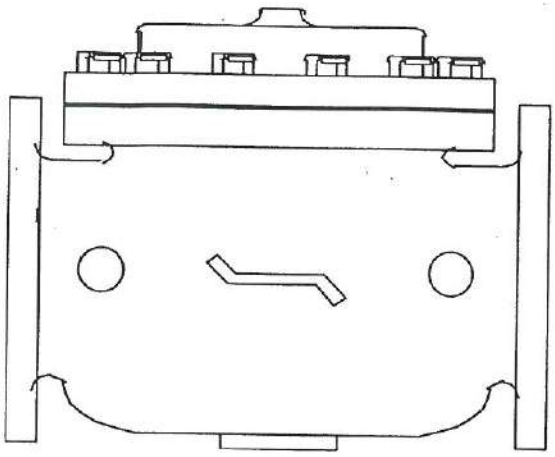
• website:www.controlvalves.com



installation, operating, and maintenance instructions

series 65FC

basic *deluge* control valve

GENERAL DESCRIPTION

The OCV Series 65FC is a hydraulically-operated, diaphragm-actuated valve. It is available in the globe configuration and is **UL Listed** for **Deluge service** in sizes 3" thru 10". 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. A **1 1/4" NPTF** opening is provided for rapid drainage of the main water supply on the 3" valve. A **2" NPTF** opening is provided on the 4" thru 10" valves.

FUNCTIONAL DESCRIPTION

Because the Series 65FC 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 checkpoints 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. When allowed, 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.

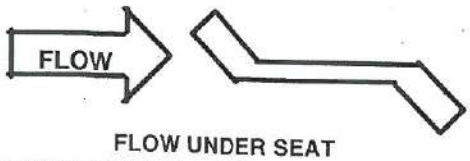
REPAIR PROCEDURES

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. **If difficulty in performance is experienced, contact the factory at 1-800-331-4113 or 1-888-OCV-VALV (1-888-628-8258) for a toll free discussion with an engineer, member of the sales staff, or for the name of the closest factory representative for your area.**

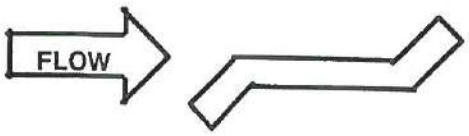
Problems with the main valve can be classed in three basic categories:

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.*



FLOW UNDER SEAT
DIAPHRAGM FAILURE = VALVE FAILS TO CLOSE



FLOW OVER SEAT
DIAPHRAGM FAILURE = VALVE FAILS TO OPEN

PROCEDURE A : DIAPHRAGM REPLACEMENT

1. Isolate the valve from the system by closing upstream amd 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 10" valves are threaded 3/8-16.*
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.

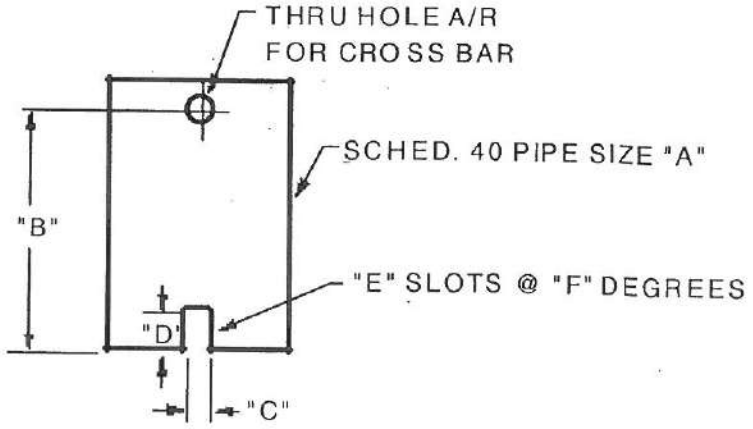
PROCEDURE C: SEAT DISC REPLACEMENT

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

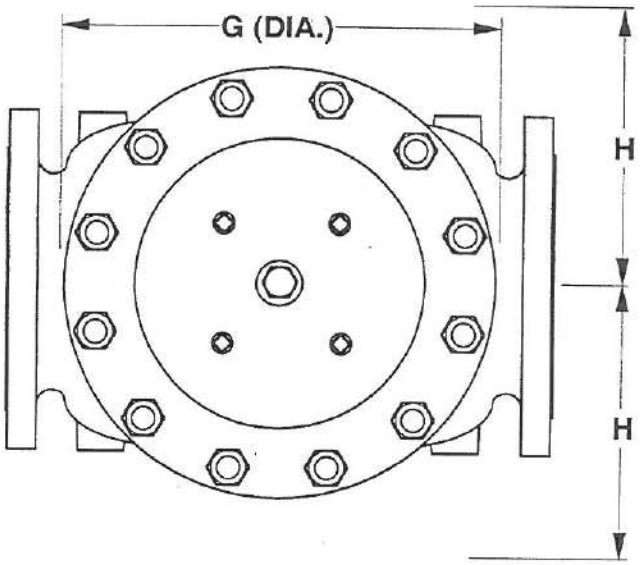
NOTE: It is rare for a seat ring to require replacement. Minor nicks and scratches in the seating surface can usually be smoothed out with emery cloth.

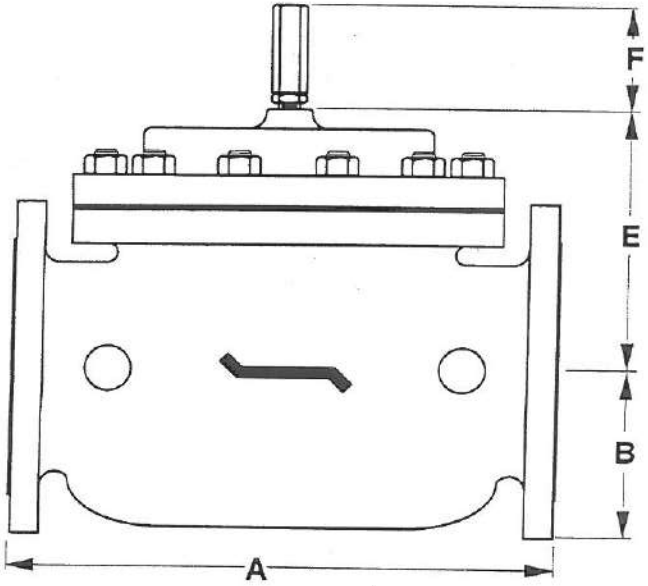
1. Perform Steps 1 and 2 of Procedure B, above.
2. If you are working on a 4" or smaller valve, follow Steps 3 thru 9, below.
3. If you are working on a 6" or larger valve, follow Steps 10 thru 16, below.
4. Seat rings in valves 4" and smaller are threaded into the valve body. To remove, you will need 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.



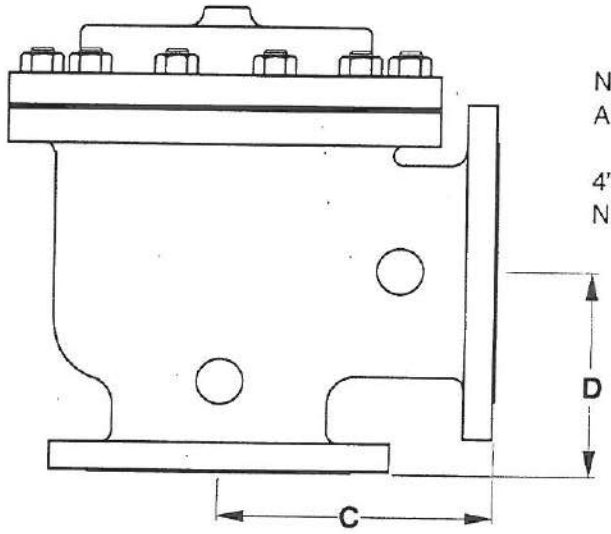
VALVE SIZE	"A" PIPE SIZE	"B" MIN. LENGTH	"C" SLOT WIDTH	"D" SLOT DEPTH	"E" NO. OF SLOTS	"F" SLOT SPACING
1-1/4"	3/4"	6"	3/8"	3/8"	2	180°
1-1/2"	3/4"	6"	3/8"	3/8"	2	180°
2"	1-1/2"	7"	3/8"	3/8"	2	180°
2-1/2"	2"	8"	1/2"	1/2"	3	120°
3"	2-1/2"	9"	5/8"	5/8"	2	180°
4"	3"	10"	5/8"	5/8"	2	180°

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	S.E	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

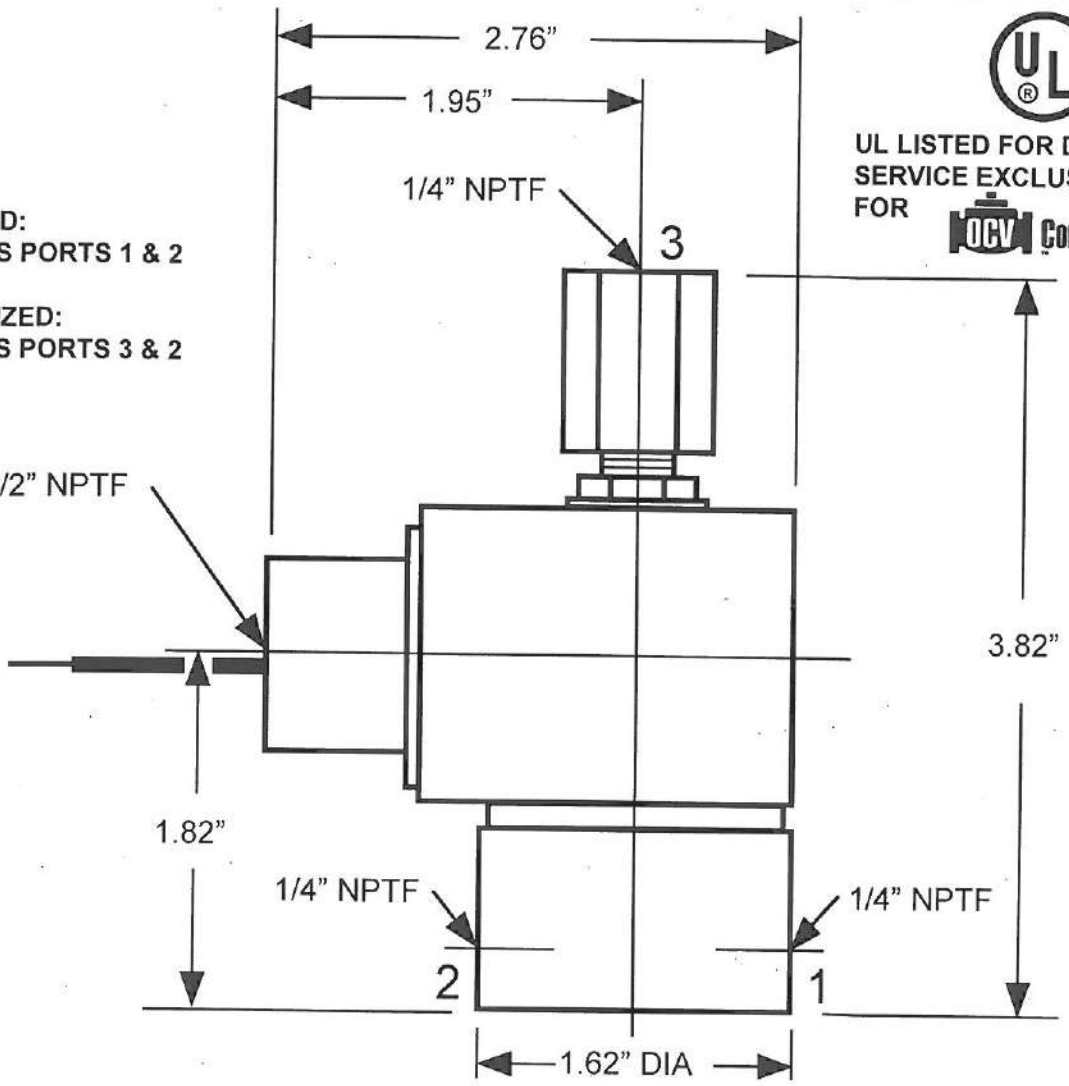
TOLERANCES
UNLESS NOTED
FRACTIONAL ±1/64
DECIMAL ±.005
MACH. FINISH 125
ANGULAR ±1/2°

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



ENERGIZED:
CONNECTS PORTS 1 & 2

DEENERGIZED:
CONNECTS PORTS 3 & 2

UL LISTED FOR DELUGE SERVICE EXCLUSIVELY FOR OCV Control Valves

OCV MODEL 452 SOLENOID VALVE
MULTIPURPOSE (UNIVERSAL)
3 WAY SOLENOID VALVE
BODY - 430F SS
SEALS - NBR (BUNA-N)
SLEEVE TUBE - 303 OR 304 SS
PLUNGER - 430FR SS
STOP - 430FR SS
SPRINGS - 18-8 SS
SHADING RING - COPPER
PILOT ORIFICE - 303 SS

48vdc pn
71335SN2ANJ1NOH222C4

MAX PRES DIF = 400PSI (UL WP = 300 PSIG)
Cv FACTOR = .024
PIPE SIZE = 1/4"
VOLTAGE RANGES = 24/60, 120/60, 240/60, 220/60, 24/60 V/HZ
12, 24, 30, **48**, 120, 125, 140, 250 VDC
24/50, 110/50, 120/50, 240/50 V/HZ
POWER CONSUMPTION = 10 WATTS, CLASS H COIL
ELECTRICAL CONN = 1/2" CONDUIT
UL LISTED
NEMA 4, 4X, 7 & 9 (UL LISTED FOR HAZARDOUS LOCATIONS CLASS I, GROUPS C AND D, CLASS II, GROUPS E, F AND G)
LEAKAGE - BUBBLETIGHT
MAX AMBIENT TEMP = 65.5C (150 F)
MOUNTING POS = ANY

CHG	E.C. NO.	DATE	BY

REVISIONS

MATERIAL	TOLERANCES	
	N/A	
NO. REQ'D	DRAWN BY RON	DATE 5-26-11
SCALE NONE	CHKD. BY	DATE

OCV Control Valves
TULSA, OKLAHOMA U.S.A.

3 WAY SOLENOID VALVE MODEL 452 (UNIVERSAL)

SIZE	DRAWING NUMBER	REV.
A	452	

DESCRIPTION

The Model 141-1 Check Valve uses a spring-loaded poppet that will allow flow in one direction only. It is the primary component used on valves with a reverse flow check function. Flow is in the direction of the arrow on the check valve body.

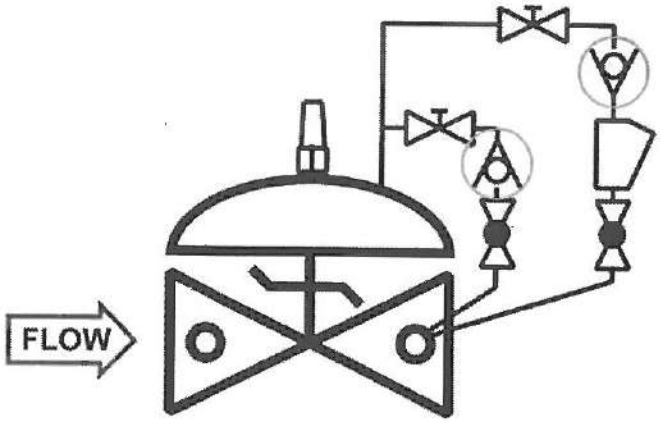
Check Valves shown Stainless Steel & Brass

MODEL 141-1 MATRIX

MATERIAL	PART NUMBER	INLET/OUTLET (NPT)	LENGTH	USED ON VALVE SIZE
Bronze	681100	3/8	2	1 ¼"-6"
Bronze	681101	1/2	2 1/8	8"-10"
Bronze	681102	3/4	2 1/4	12"-16"
Stn. Steel	681700	3/8	2 5/16	1 ¼"-6"
Stn. Steel	681701	1/2	2 5/16	8"-10"
Stn. Steel	681702	3/4	2 7/8	12"-16"

SCHEMATIC SYMBOL

The Model 141-1 Check Valve is shown on OCV Valve Schematics as:



EXAMPLE. Shown here on a MODEL 94-3 Check Valve.

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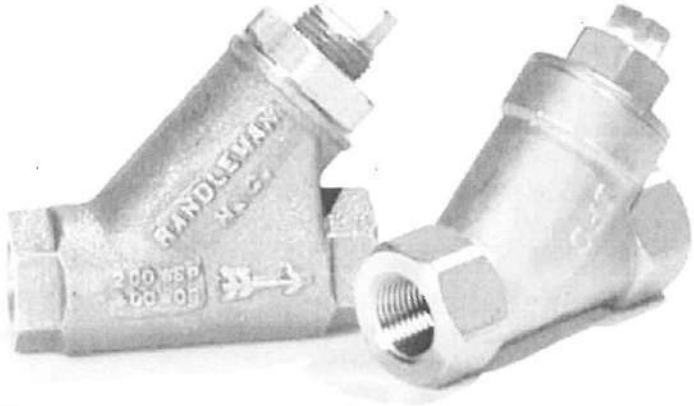
email: sales@controlvalves.com • website: www.controlvalves.com

Check Valve 141-1

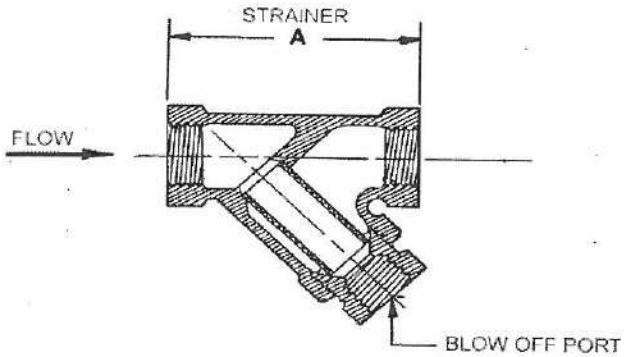


DESCRIPTION

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 ¼"-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 ¼"-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"



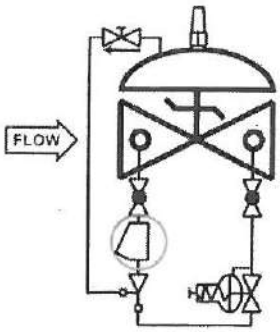
MATERIALS

Bronze, ASTM B62
Optional mesh sizes: 50,100

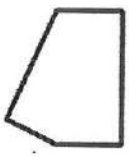
Stainless Steel, CF8-M (316)
Optional mesh sizes: 60, 80, 100

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.

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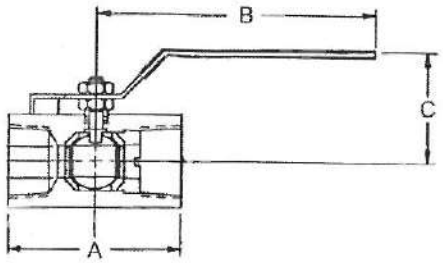
email: sales@controlvalves.com • website: www.controlvalves.com

DESCRIPTION

The Model 141-4 Ball Valve is a ¼-turn shutoff device used for isolating the pilot system from the main valve. They are extremely useful for performing routine maintenance and troubleshooting.

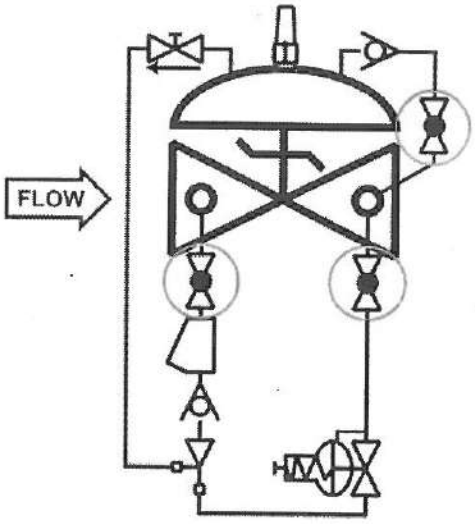
Ball valves are standard on water service valves; optional on fuel service valves.



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 ¼"-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 ¼"-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.

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email: sales@controlvalves.com • website: www.controlvalves.com

Apollo® 76-100 Series
Stainless Steel Ball Valve

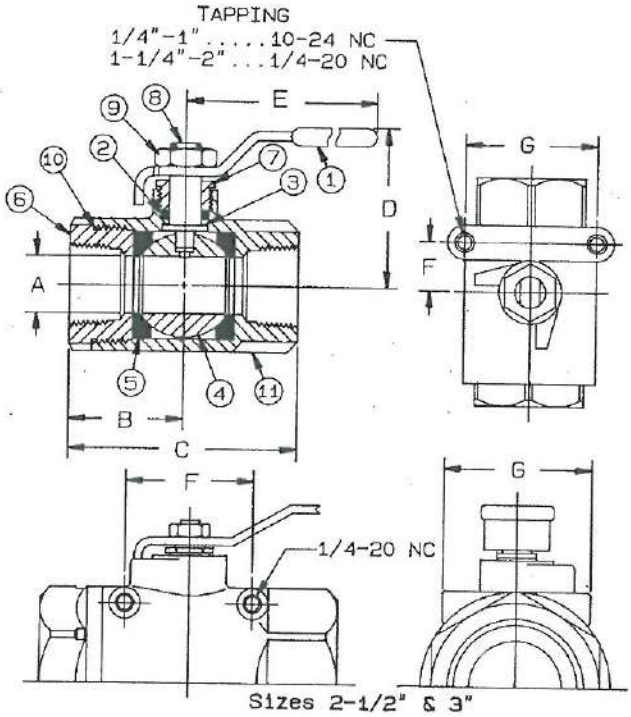
Threaded, 1/4" to 1" 2000 psig WOG, 1-1/4" to 2" 1500 psig WOG, 2-1/2" to 3" 1000 psig WOG. (See referenced P/T chart)
Cold Non-Shock. 150 psig Saturated Steam, Vacuum Service to 29 inches Hg.
Federal Specification: WW-V-35C, Type: II, Composition: SS, Style: 3.
MSS SP-110; Ball Valves Threaded, Socket-Welding, Solder Joint, Grooved and Flared Ends.

FEATURES

- Investment cast components
- RPTFE seats and stuffing box ring
- Mounting pad for easy actuator mounting
- Blow-out-proof stem design
- Adjustable packing gland
- Meets NACE MR-01-75
- SS lever and nut
- (-24) 1/4" to 2" Certified to API 607, 4th Edition, Class 600 burn

STANDARD MATERIAL LIST

1. Lever and grip	304 SS w/vinyl
2. Stem packing	RPTFE
3. Stem bearing	RPTFE
4. Ball	A276-316
5. Seat (2)	RPTFE
6. Retainer	A276-316 (1/4" to 1") A351-CF8M (1-1/4" to 3")
7. Gland nut	A276-316
8. Stem	A276-316
9. Lever nut	18-8 SS
10. Body seal (1-1/4" to 3")	PTFE
11. Body	A351-CF8M



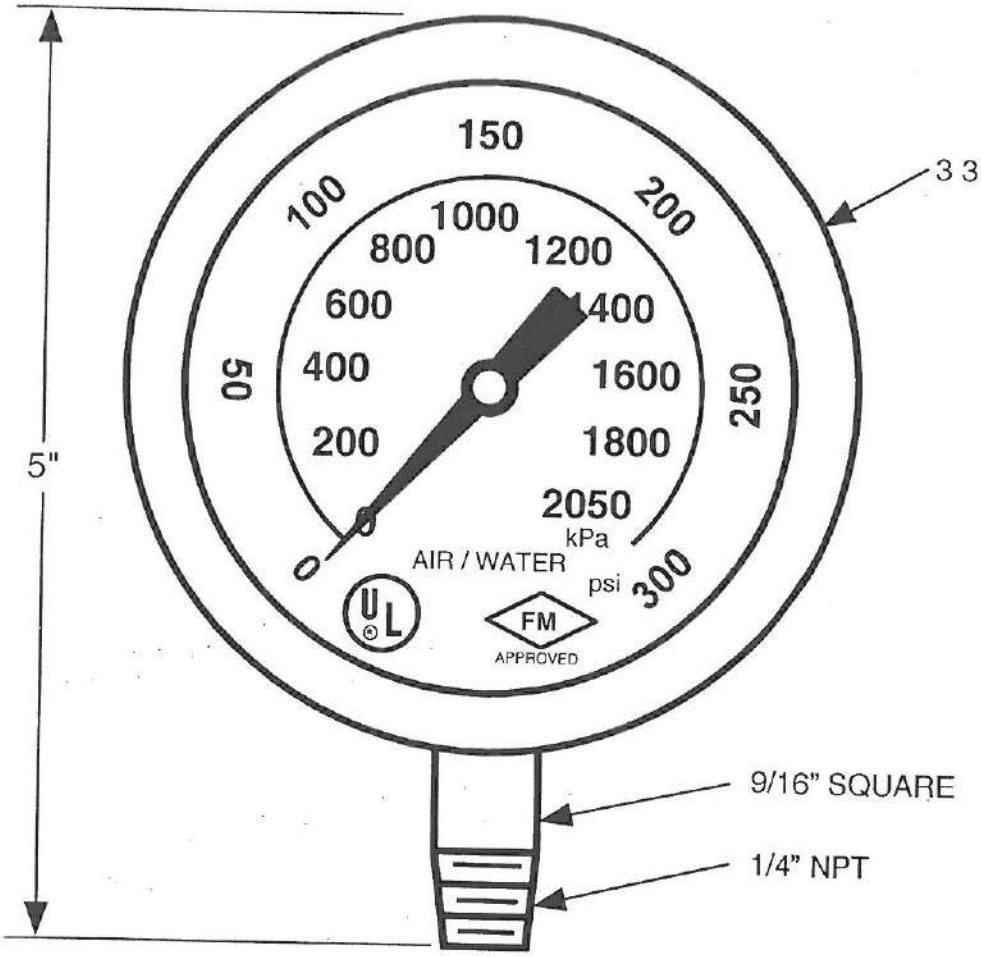
STAINLESS STEEL BALL VALVE

NUMBER	SIZE	A	B	C	D	E	F	G	Wt.
76-101-01	1/4"	.37	1.03	2.06	1.75	3.87	.50	1.12	.58
76-102-01	3/8"	.37	1.03	2.06	1.75	3.87	.50	1.12	.54
76-103-01	1/2"	.50	1.12	2.25	1.81	3.87	.50	1.12	.63
76-104-01	3/4"	.68	1.50	3.00	2.12	4.87	.87	1.37	1.27
76-105-01	1"	.87	1.68	3.37	2.25	4.87	.87	1.37	1.63
76-106-01	1-1/4"	1.00	2.00	4.00	2.62	5.50	.93	1.50	3.06
76-107-01	1-1/2"	1.25	2.18	4.37	3.05	8.00	.93	1.50	4.04
76-108-01	2"	1.50	2.75	5.50	3.24	8.00	.93	1.50	6.05
76-109-01	2-1/2"	2.50	3.37	6.75	4.12	8.00	2.75	3.37	15.57
76-100-01	3"	2.50	3.37	6.75	4.12	8.00	2.75	3.37	16.79

OPTIONS AVAILABLE:

(SUFFIX)	OPTION	SIZES
-02-	Stem Grounded	1/4" to 3"
-03-	1-1/4" CS Stem Extension	1/4" to 3"
-04-	2-1/4" CS Stem Extension	1/4" to 3"
-07-	Steel Tee Handle	1/4" to 2"
-08-	90° Reversed Stem	1/4" to 3"
-14-	Side Vented Ball (Uni-Directional)	1/4" to 2"
-15-	Wheel Handle, Steel	1/4" to 2"
-16-	Chain Lever - Vertical	3/4" to 2"
-19-	Lock Plate	1/4" to 2"
-21-	UHMWPE Trim (Non-PTFE)	1/4" to 3"
-24-	Graphite Packing	1/4" to 3"
-27-	SS Latch-Lock Lever & Nut	1/4" to 3"
-30-	Cam-Lock and Grounded	1/4" to 2"
-32-	SS Tee Handle & Nut	1/4" to 2"
-35-	VTFE Trim	1/1" to 3"
-39-	SS Hi-Rise Locking Wheel Handle, SS Nut	1/4" to 2"
-40-	Cyl-Loc and Grounded	1/4" to 2"
-44-	Seal Welded	1/4" to 2"
-45-	Less Lever & Nut	1/1" to 3"
-46-	Latch Lock Lever - Lock in Closed Position Only	1/4" to 3"
-47-	SS Latch Lock Oval Handle	1/4" to 1"
-48-	SS Oval Handle (No Latch) & Nut	1/4" to 2"
-49-	Assembled Dry	1/4" to 3"
-50-	2-1/4" CS Locking Stem Extension	1/4" to 3"
-57-	Oxygen Cleaned	1/4" to 3"
-58-	Chain Lever - Horizontal	3/4" to 2"
-60-	Static Grounded Ball & Stem	1/4" to 3"
-64-	250# Steam Trim	1/4" to 3"
-P01-	BSPP (Parallel) Thread Connection	1/4" to 3"
-T01-	BSPT (Tapered) Thread Connection	1/4" to 3"

For Pressure/Temperature Ratings,
Refer to Page M-12, Graph No. 14 (1/4" to 1")
Refer to Page M-11, Graph No. 12 (1-1/4" to 2")
Refer to Page M-10, Graph No. 8 (2-1/2" to 3")



PRESSURE GAUGE FOR FIRE PROTECTION SERVICE

APPROVALS: UL / FM
RANGE: 0-300 PSI, 0-2050 kPa
SIZE: 3.5"
CASE: STAINLESS STEEL
RING: STAINLESS STEEL, POLISHED
WINDOW: GLASS, DOUBLE STRENGTH
DIAL: BRASS, WHITE COATED
POINTER: BRASS
MOVEMENT: BRASS WITH SS PINION, UNDERLOAD AND OVERLOAD STOPS
SYSTEM: BRASS SOCKET, TUBE AND TIP
ACCURACY: 3-2-3%

CHG	E.C. NO.	DATE	BY

REVISIONS

MATERIAL	TOLERANCES
NOTED	GENERAL ENVELOPE

NO. REQ'D	DRAWN BY	DATE
	RON	8-24-00

SCALE	CHKD. BY	DATE
NONE		

OCV Control Valves
TULSA, OKLAHOMA U.S.A.

UL / FM PRESSURE GAUGE 0-300 PSI

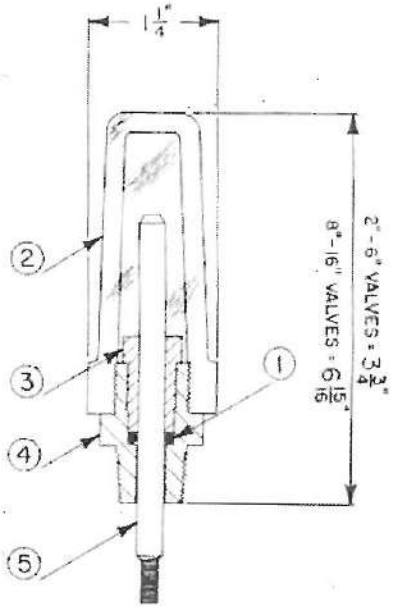
SIZE	DRAWING NUMBER	REV.
A	589004	

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.

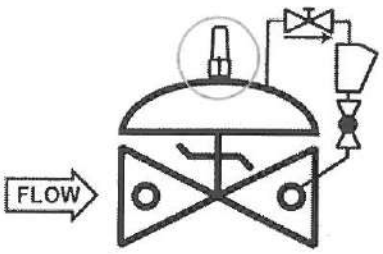
MODEL 155 MATRIX



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 ¼" - 6") Acrylic (8" and larger)
O-Ring:	Viton® (std.) Buna-N, EPDM (optional)

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