Description

Diaphragm valves for dust collector applications, using compressed air in blowing system for reverse pulse jet filter cleaning, including bag filters, cartridges in fiber cellulose and cartridges in polyester fiber.

Available with integral pilot or as remotely piloted valve.

Main Features

Operating pressure	min 0,5 bar ÷ max 7,5 bar
Body and cover	Die-cast aluminium
Pilot unit	Stainless steel
Operating temperature	Neoprene diaphragm -20°C +80°C Viton diaphragm -20°C +200°C
Fluid	Filtered and oil free compressed air

Caution

Before begin to operate, disconnect the power supply.

Make sure that the tank is not under pressure and completely empty.

Communicate the field staff of the interruption of electric current and pressure to avoid any accidental operation.

Before energizing the valves and pressurize the tank, it is important to remove all foreign bodies, dirt, rust, metal shavings that may be in the pipes or in the circuit of the system.

Drain the condensate or of the liquid inside the tank is also important and should be carried out before the pressurization of the system.

The drain valve must always be installed and where to be used before activation.

Maintenance And Repair

Once every three months, check that the valve is operating correctly in opening and closing.

For versions with integrated electrically pilot, check the condition of connections and the tightness of the connector to the coil.

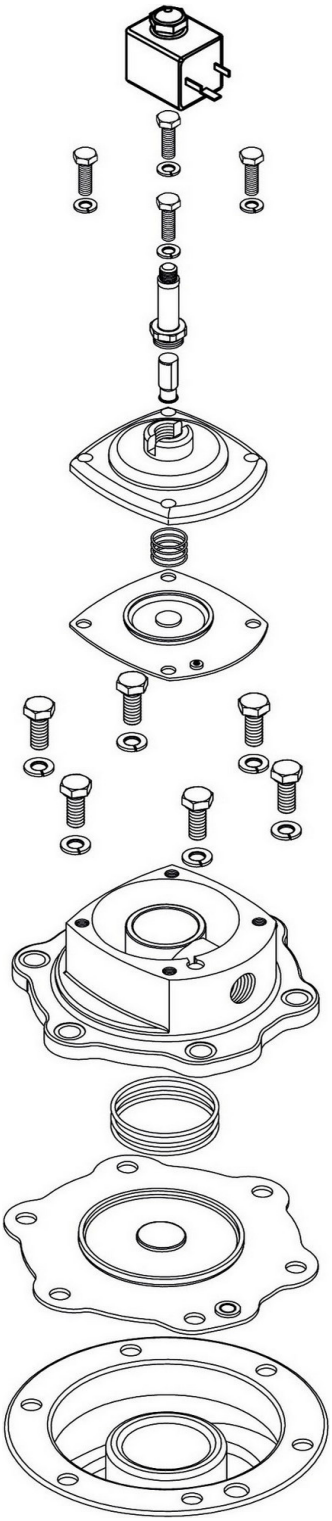
For versions with remote control check the integrity of the pneumatic connections.

TURBO s.r.l. Dust Filter Components
Via Po 33/35 20811 Cesano Maderno (MB) Italy Tel ++39 0362 574024 Fax ++39 0362 574092

Replacement Of The Diaphragm

- Unscrew the screws holding fixed the lid, remove it from its housing to access the diaphragm.
- Remove the diaphragm.
- Insert the new diaphragm so that it adheres to the perimeter of the valve body.
- With the plate facing upward and the bleed rivet in its seat.
- Fit the spring to the diaphragm which must be housed on the plate centered on the mounting rivet.
- Place the cover over the diaphragm, refer to the seat for the bleed rivet.
- Screw in and tighten the screws with a tightening torque of:

  M6 tightening torque of 7 Nm
  M8 tightening torque of 16 Nm
  M10 tightening torque of 32 Nm



Replacement Of The Pilot And The Coil

- Unscrew the nut at the top of the coil.
- Unscrew the pilot unit from the valve cover.
- Replace worn parts.
- Refit the guide sleeve of the pilot unit, the plunger core with the seal facing downwards, tighten with a tightening torque of 6 Nm.
- Insert the coil on the pilot unit and tighten the nut with a torque of 8 Nm.

Malfunction

Valve Does Not Activate

- ⇨ Absence of supply voltage to the coil.
- ⇨ The supply voltage is too low or out of tolerance, which must be ±10% of the nominal value.
- ⇨ Pressure of the air in the tank is insufficient.
- ⇨ Pilot unit blocked, materials residues hinder the movement.

The Valve Does Not Close

- ⇨ The electrical signal is always active and keeps the coil excited.
- ⇨ Pilot unit blocked, materials residues hinder the movement.
- ⇨ Pressure of the air in the tank is too high.
- ⇨ High pressurization in the blower tube.
- ⇨ Damaged diaphragm
- ⇨ Damaged spring of diaphragm
- ⇨ Cover fixing screws loose.

Before applying pressure to the circuit activate several times the valve to verify the proper operation.