

Removing the Actuator for Valve Repair

IMPORTANT! READ THIS BEFORE PROCEEDING!

Before proceeding with the removal of an actuator from a valve it is important to know the “Fail Position” of the package.

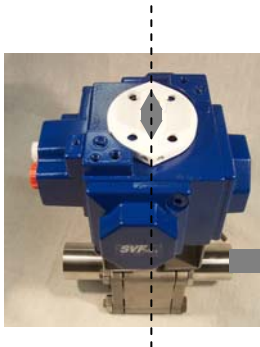
When a valve is fitted with a spring return actuator, the actuator is mounted to the valve in the “Fail” position. The “Fail” position is that condition of the actuator that it “Springs to” when there is no air pressure applied to it.

Always note the failure position of the valve before removing the actuator. For instance, with no air pressure applied to the actuator, note the position of the valve (OPEN or CLOSED). Make a notation of this condition by marking the valve or by noting the process tag number of the assembly.

This will be important when reassembling the package after maintenance is completed.

In general, a ball valves is **OPEN** when the actuator indicator (top of actuator) is positioned **PARALLEL** to the direction of the process line.

Conversely, the valve is **CLOSED** when the actuator indicator (top of actuator) is positioned **PERPENDICULAR** to the direction of the process line. (See below)



For **automated valves** the Top Mounted indicator rotates with the actuator drive shaft.

In these examples the position of the indicator is **PERPENDICULAR** to the line of flow.

Therefore they are indicating that the valves are in the **CLOSED** position.



Removing the Actuator for Valve Repair (Tools)

The following table provides the tapped hole dimensions for various brands of actuators offered by SVF. Actuators are fitted to valves using hex cap bolts.

ACTUATOR MOUNTING BOLT DIMENSIONS					
ACTUATOR MODEL	TAPPED HOLES		ACTUATOR MODEL	TAPPED HOLES	
COMPACT4 NAMUR	UNC	QTY	AERO SERIES	UNC	QTY
H20	10-24	4	A11	10-32	4
H25	1/4-20	4	A14	1/4-20	4
H30	5/16-18	4	A16	1/4-20	4
H35	3/8-16	4	A19	5/16-18	4
H45	1/2-13	4	A21	5/16-18	4
H60	5/8-11	4	A26	5/16-18	4
H75	5/8-11	4	A31	5/16-18	4
COMPACT4 NON-NAMUR			A36	5/16-18	4
H15	10-24	4	A41	5/16-18	4
H20	10-24	4	A46	5/16-18	4
H25	1/4-20	4	A56	1/2-13	4
H30	5/16-18	4			
H35	3/8-16	4			
H45	1/2-13	4			
H60	5/8-11	4			
H75	5/8-11	4			

Valve Size	SB7-ISO MOUNTING PAD HOLES	
	MTG Tapped Holes	QTY
1/2"	M5-0.8P X 0.23" DP.	4
3/4"	M5-0.8P X 0.23" DP.	4
1"	M5-0.8P X 0.23" DP.	4
1-1/2"	M6-1.0P X 0.43" DP.	4
2"	M6-1.0P X 0.48" DP.	4
2-1/2"	M8-1.25P X 0.52" DP.	4
3"	M10-1.5P X 0.60" DP.	4
4"	M10-1.5P X 0.60" DP.	4

Removing the Actuator for Valve Repair

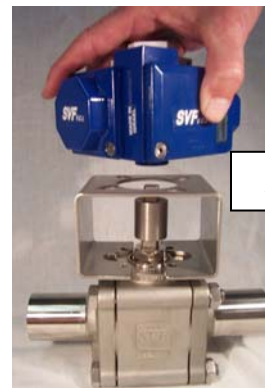
To remove the actuator:

- 1- Using the proper tools, remove the mounting hardware bolts from both the top (Actuator) and bottom (Valve) sides of the mounting bracket.
- 2- Carefully remove the actuator and place it in a clean area. Note the location/orientation of the actuator with respect to the process line or valve. This will assist with aligning the assembly for reconnection to the supply air lines and electrical later.
- 3- Remove the bracket and coupling. Place in an area for easy retrieval.

Mounting Actuator to the Valve

Reassembly of the actuator to the valve is done in the reverse order as above.

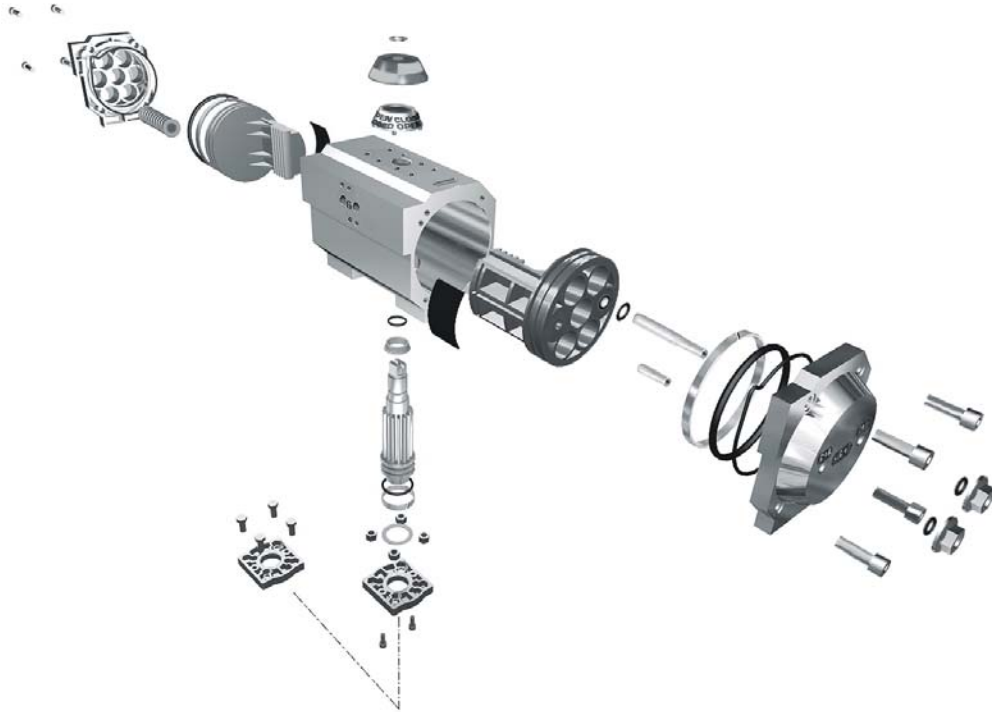
Loosely thread all bolts into the assembly. Confirm that the assembly is properly aligned and orientated and then tighten all fasteners securely.



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Aero & Aero-lite
Rack & Pinion Pneumatic Actuators



**INSTALLATION, OPERATION
& MAINTENANCE MANUAL**

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CHAPTER 1: PRODUCT DESCRIPTION

SVF-Aero offers a broad range of pneumatic rack & pinion actuators.

SVF-Aero actuators are designed to operate with dry or lubricated air media, but will function equally well with non-corrosive and inert gas or light hydraulic oil. The actuators are offered in two different configurations: double acting and spring return. Each actuator can be easily converted from double acting to spring return (or vice versa) by insertion (or removal) of spring cartridges.

SVF-Aero actuators are equipped in the standard configuration with the following unique features:

- Double travel stops
- External open/closed indication
- Pre – loader springs of non – metallic material
- Stainless steel pinion up to A-21, carbon steel electroless nickel coated for larger sizes
- Shaft bearings isolate the pinion gear from the housing and support the shaft for high cycle application
- All bodies are internally lapped
- All internal and external surfaces are anodized for corrosion resistance
- End caps and pistons are epoxy powder coated for corrosion resistance
- Angle of rotation: 90° - 120° - 135° - 150° - 180° (240° on request)
- All air line connections are ¼” NPT
- “NAMUR” VDI/VDE 3845 and ISO 5211 dimensions on all sizes

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CHAPTER 2: TECHNICAL FEATURES & DATA

2 – 1 METHOD OF OPERATION

AIR TO CLOSE CLOCKWISE ROTATION

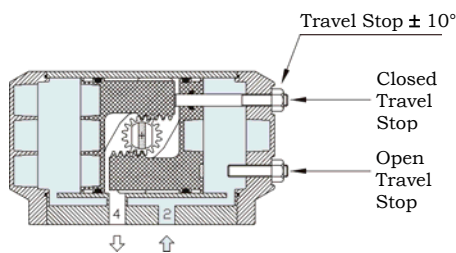


Figure 2.a

AIR TO OPEN COUNTER CLOCKWISE ROTATION

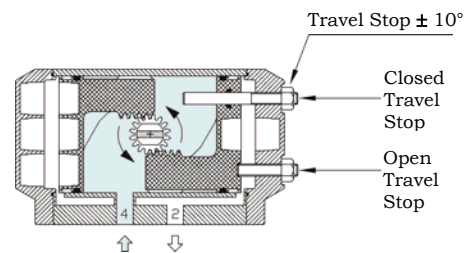


Figure 2.b

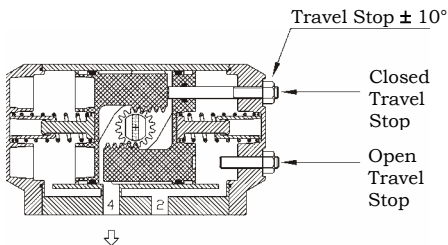


Figure 2.c

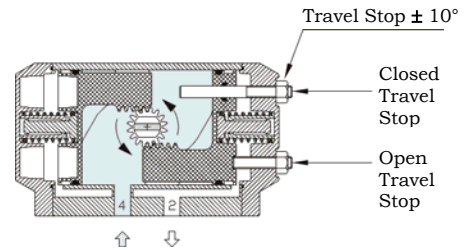


Figure 2.d

DOUBLE ACTING

Note: The bracketed numbers refer to the actuator exploded view – page 8.

Rotation occurs when compressed air is supplied to the actuator through Port 4, connected to the interior cavity between the pistons (ref. 7 & 12), or through Port 2, connected to the end cap area (ref. 2 & 16).

- As shown in **Figure 2.a**, pressure to Port 2 fills the outboard cavities pushing both pistons (ref. 7 & 12) inward and exhausting air through Port 4. As the pistons retract, they rotate the pinion (ref. 22) clockwise (when viewed from the top of the actuator).

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- Pressure to Port 4, as shown in **Figure 2.b**, fills the inboard cavity pushing both pistons (ref. 7 & 12) outward and exhausting air through Port 2. As the pistons extend they rotate the pinion (ref. 22) counter clockwise (when viewed from the top of the actuator)

SPRING RETURN

Note: The bracketed numbers refer to the actuator exploded view – page 8.

In this configuration, the closed position occurs with spring cartridges (ref. 4), which are located between the pistons and end caps.

- Relieving pressure from the inboard cavity through Port 4, as shown in **Figure 2.c**, allows the spring cartridges (ref. 4) to push both pistons (ref. 7 & 12) inward. As the pistons retract, they rotate the pinion (ref. 22) clockwise (when viewed from the top of the actuator).
- Pressure to Port 4, see **Figure 2.d**, fills the inboard cavity pushing both pistons outward and exhausting air through Port 2. As the pistons (ref. 7 & 12) extend they rotate the pinion (ref. 22) counter clockwise (when viewed from the top of the actuator) and compress all the spring cartridges (ref. 4).

Although **SVF-Aero** actuator typically operates counter clockwise to open and clockwise to close, it is possible to change this style of operation. **Figure 2.e** and **2.f** show the same double acting actuator with the piston orientation changed to convert the actuator from a fail clockwise actuator to a fail counter clockwise unit (as described in Chapter 4 – 5).

CLOSED POSITION

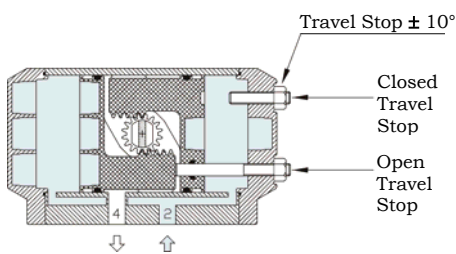


Figure 2.e

OPEN POSITION

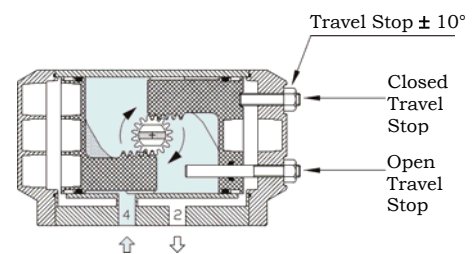


Figure 2.f

2 – 2 TECHNICAL DATA & WORKING CONDITIONS

- Operating Media – Dry or lubricated air, non-corrosive and inert gas or light hydraulic oil.
- Air supply: 30 PSIG (2 Bar) to 150 PSIG (10 Bar) maximum. *A safety valve is normally recommended.*
- Temperature: Standard from –10°F to +176°F. Higher temperature (+250°F continuous and +300°F cyclic) and lower temperature (-55°F) available on request.
- Lubrication: Factory lubricated for life under normal working conditions with **Exxon CAZAR K2** or equivalent
- Application: Suitable for both indoor and outdoor applications.

2 – 3 SPECIAL CONDITIONS

- When the actuator is to be operated with oxygen, the actuator must be perfectly clean and specially lubricated.
- Operating the actuator beyond its designed temperature limitations may damage internal and external components and, therefore, could prove potentially dangerous for operating and maintenance personnel.
- Operating the actuator beyond its designated pressure limitations may result in either an actuator malfunction or an actuator explosion and, therefore, could prove potentially dangerous for operating and maintenance personnel.
- **Note:** Do not disassemble the actuator end caps when air pressure is applied to the actuator.

CHAPTER 3: INSTALLATION

SVF-Aero actuators can be fitted on many styles of quarter-turn valves, including ball, butterfly and plug and dampers in accordance with the instructions contained in this chapter.

SVF-Aero actuators are designed to be easy to install, for this purpose a mounting flange (ref. 27 of the actuator exploded view page 8 and **Figure 3.a**) has been designed. The flange is an integral part of the body and is equipped with ISO 5211 drilling (**Table a**) in order to allow a male/female or female/male coupling with the valve.




Figure 3.a

Bottom view of **SVF-Aero** actuator

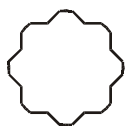
TYPE	DRILLING FLANGE			
	F04 (Ø1.654)	F05 (Ø1.969)	F07 (Ø2.756)	Ø3.250
A--16	F04 (Ø1.654)	F05 (Ø1.969)	F07 (Ø2.756)	Ø3.250
A--21	F04 (Ø1.654)	F05 (Ø1.969)	F07 (Ø2.756)	Ø3.250
A--26	F04 (Ø1.654)	F05 (Ø1.969)	F07 (Ø2.756)	Ø3.250
A--31	F04 (Ø1.654)	F05 (Ø1.969)	F07 (Ø2.756)	Ø3.250
A--36	F07(Ø2.756) + F10 (Ø4.016)	Ø3.250 + F12 (Ø4.921)	Ø3.250 + Ø5	
A--41	F07(Ø2.756) + F10 (Ø4.016)	Ø3.250 + F12 (Ø4.921)	Ø3.250 + Ø5	
A--46	F07(Ø2.756) + F10 (Ø4.016)	Ø3.250 + F12 (Ø4.921)	Ø3.250 + Ø5	
A--51	F10 (Ø4.016)	F12 (Ø4.921)		
A--56	F10 (Ø4.016)	F12 (Ø4.921)		
A--61	F10 (Ø4.016)	F12 (Ø4.921)	F14 (Ø5.512)	
A--66	F10 (Ø4.016)	F12 (Ø4.921)	F14 (Ø5.512)	

Table a

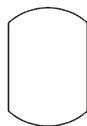
 = Standard

Note: The bracketed numbers indicate the diameter between the holes.

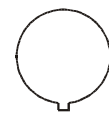
The pinion presents a double – square female drive to allow a large flexibility in mounting; it allows the assembling on valves stem, or coupling, with square key at 45° or at 90° indifferently. On request, bottom pinion female key may be done as double D or cylindrical with one or two keyways.



Double Square key



Double D key



Keyways key

On the top face of **SVF-Aero** actuators there is a NAMUR standard mounting pattern for easy installation of accessories for position survey and/or control devices (Switch Boxes, Positioners, etc)

Figure 3.b shows an actuator in the normal position (closed) with the pinion flats and the indicator – drive milling perpendicular to the body

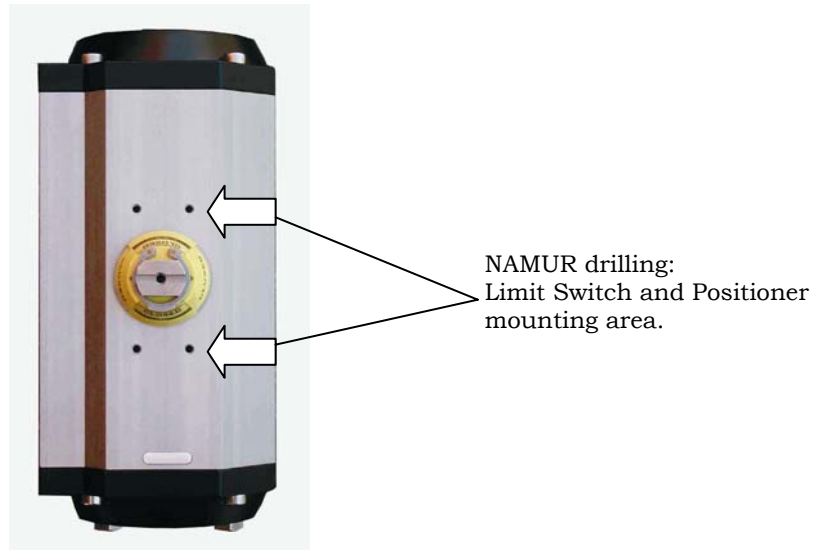


Figure 3.b
Top view of **SVF-Aero** actuator

The Ports are NAMUR standard for easy solenoid valve connection

Installation procedure.

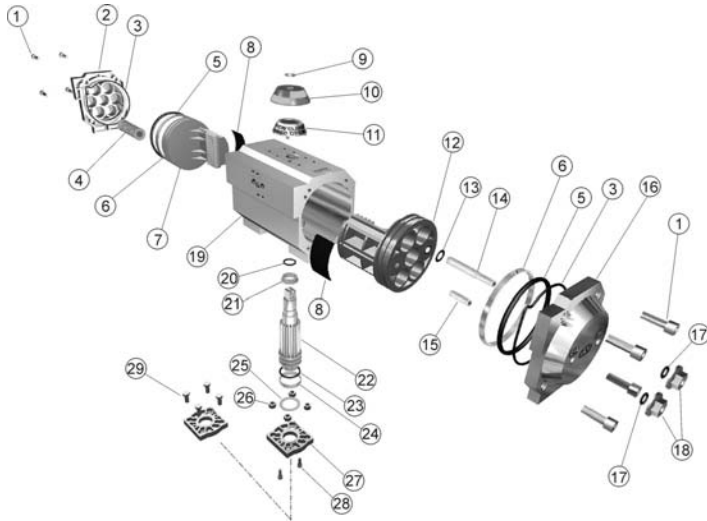
1. Check the coupling female pinion drive – valve stem.
2. Make sure that the valve and the actuator are both in the **closed** position before proceeding (see **Figure 3.b**).
3. Install mounting bracket on the valve and hand tighten all fasteners; be sure not to fully torque bolts until entire assembly is correctly aligned and installed.
4. a) **Mounting with brackets:** Place coupling on valve stem and the actuator on mounting bracket. Align valve and actuator in order to eliminate forces on the system; tighten all the assembly fasteners.
 b) **Direct mounting:** Position the actuator on valve; use caution while inserting the valve stem into the double square female pinion drive. Insert the screws from the bottom side of flange and manually tighten them and align the assembly in order to eliminate the forces on the system; tighten all assembly fasteners.

5. Actuate the unit several times to ensure that it works properly. If the unit does not work properly, disassemble the unit and repeat steps 1 – 4. If the problem persists, contact your local **SVF-Aero** representative.
6. After the completion of the mounting operations, it is necessary to set the actuator stroke through the travel stops to ensure that the valve works properly. **SVF-Aero** actuators have a adjustable range from -10° to $+10^{\circ}$ and from 80° to 100° ($\pm 10^{\circ}$ in both open and close directions). (See Chapter 4 – 3 for information on actuator positioning phase).
7. Rotate actuator and valve assembly to desired degree.

CHAPTER 4: MAINTENANCE

Maintenance instructions provide the end user with necessary information for standard examination of O-rings and soft parts for wear. Repair kits consisting of all soft parts are readily available.

EXPLODED VIEW



PARTS LIST

ITEM	DESCRIPTION	MATERIALS
1	END CAP SCREW	AISI 304 STEEL
2	LEFT END CAP	*
3	END CAP O-RING (x)	BUNA-N
4	SPRING CARTRIDGE	SPRING STEEL EPOXY COATED
5	PISTON O-RING (x)	BUNA-N
6	GUIDE RING (x)	TECHNO-POLYMER
7	LEFT PISTON	*
8	PISTON THRUST BLOCK (x)	TECHNO-POLYMER
9	INDICATOR SNAP RING	AISI 304 STEEL
10	INDICATOR (ROTATING PART)	TECHNO-POLYMER
11	INDICATOR (FIX PART)	TECHNO-POLYMER
12	RIGHT PISTON	*
13	REGULATION O-RING (x)	BUNA-N
14	INTERNAL REGULATION SCREW	AISI 304 STAINLESS STEEL
15	STOP BOLT	AISI 304 STAINLESS STEEL
16	RIGHT END CAP	DIE CAST ALUMINUM
17	WASHER	AISI 304 STAINLESS STEEL
18	STOP BOLT NUT	AISI 304 STAINLESS STEEL
19	ACTUATOR BODY	EXTRUDED ALUMINUM ASTM B210 (6063)
20	UPPER PINION O-RING (x)	BUNA-N
21	UPPER PINION BEARING (x)	TECHNO-POLYMER
22	PINION	ASTM A314 (303) STAINLESS STEEL or SAE 11L14 NICKEL PLATED acc. ASTM B733
23	LOWER PINION O-RING (x)	BUNA-N
24	LOWER PINION BEARING (x)	TECHNO-POLYMER
25	WASHER	QUENCHED and TEMPERED STEEL
26	NUTS	AISI 304 STAINLESS STEEL
27	FLANGE	**
28	FLANGE SCREWS	AISI 304 STAINLESS STEEL
29	BOLTS (optionals)	AISI 304 STAINLESS STEEL

LEGEND:

* = Techno-polymer thru A-16,
die cast aluminium for larger
sizes

** = Techno-polymer thru A-31,
die cast aluminium for larger
sizes

(x) wear parts

4 - 1 DISASSEMBLING PROCEDURE FOR THE SUBSTITUTION OF O-RINGS, BEARINGS, GUIDE RING AND THRUST BLOCK

CAUTION – PLEASE READ CAREFULLY:

- **BEFORE CARRYING OUT ANY MAINTENANCE ON SVF-Aero ACTUATORS, IT IS ESSENTIAL THAT THE ACTUATOR IS NOT UNDER PRESSURE AND IS FREE OF ANY ACCESSORIES.**
- **FOR YOUR SAFETY, IT IS ABSOLUTELY NECESSARY, BEFORE DISASSEMBLING A SPRING RETURN ACTUATOR, THAT THE UNIT IS IN THE FAILSAFE POSITION (SPRINGS EXTENDED AND NOT COMPRESSED).**

1. Disconnect all electrical and air supplies from the actuator.
2. Remove the actuator from the mounting bracket and place in a clean environment.
3. After removing the end cap screws (ref. 1), remove the end caps (ref. 2 and 16).
4. Remove O-Rings (ref. 3) from the end caps and inspect their wear and lubrication.
5. Remove the internal regulation screw (ref. 14) and the stop bolt (ref. 15), located in the right end cap.
6. Using a wrench on the appropriate mill on the upper part of pinion (ref. 22), turn the pinion counter-clockwise until the pistons (ref. 7 & 12) protrude further out from the cylinder to be removed.
7. Remove the pistons by hand or with pliers, taking the pistons from the spring grooves and using caution not to damage the pistons' surfaces. **Note:** If actuator is fail counter-clockwise (**mounting B**), pinion must be rotated in the opposite direction.
8. Remove O-Rings (ref. 5), guide ring (ref. 6) and thrust block (ref. 8) from the left and right pistons.
9. Remove the screws (ref. 28) from the bottom side of the flange (ref. 27) and turn over the actuator. Firmly tap the upper part of the pinion on a wood surface, to prevent damage of the pinion. Remove the unit flange – pinion through the bottom of the body (ref. 19).
10. Remove the pinion from the flange.
11. Remove the washer (ref. 25).
12. Remove the O-Rings and the bearings (ref. 20, 21, 23 and 24) from the pinion.
13. Inspect and replace the following wearing parts as necessary:

<i>General</i>	<i>Reference</i>	<i>Detail</i>	<i>Qty.</i>
End cap (ref. 2 & 16)	3	End cap O-Rings	2
Piston (ref. 7 & 12)	5	Piston O-Ring	1
	6	Piston guide ring	2
	8	Piston thrust block	1
Travel stop (ref. 14 & 15)	13	Stop bolt O-Ring	1
	17		
Pinion (ref. 22)	20	Pinion O-Ring (upper)	1
	21	Pinion bearing (upper)	1
	23	Pinion O-Ring (lower)	1
	24	Pinion bearing (lower)	1

All these soft parts are included in **SVF-Aero** repair kits.

4 – 2 LOW/ HIGH TEMPERATURE O-RINGS INSTALLATION

1. Disassemble the actuator as described in chapter 4 – 1.
2. Using a screw driver, remove the following O-Rings from the actuator:
 - a. Pistons (ref. 5).
 - b. End caps (ref. 3).
 - c. Upper pinion (ref. 20).
 - d. Lower pinion (ref. 23).
3. Using alcohol, or another mild solvents, remove the lubrication from each actuator parts and carefully clean all the surfaces before inserting a new set of O-Rings.
4. Divide the O-Rings and indicate their position of installation:
 - a. Piston O-Rings: they are the thickest O-Rings (ref. 5)
 - b. End cap O-Rings: they have the biggest diameter (ref. 3)
 - c. Pinion O-Rings: of the remaining O-Rings, the large diameter O-Rings goes on the Lower O-Ring groove (ref. 23) and the smaller diameter on the Upper O-Ring groove (ref. 20)
 - d. Stop bolt O-Ring (ref. 13)
5. Install the low/high temperature O-Ring set. If this operation is too difficult, the O-Rings can be slightly stretched and greased to ease installation. When installing the end cap O-Ring be sure to seat them properly, otherwise they might be pinched during the end cap installation (ref. 1 & 16).
6. Apply grease to the following internal part of actuator:
 - a. Inner bore of actuator
 - b. Piston wear surfaces (O-Ring, guide ring and thrust block)
 - c. Piston rack
 - d. Pinion gear teeth
 - e. Pinion wear surfaces and O-Rings
7. Assemble the actuator as described in chapter 4 – 3.

4 – 3 ASSEMBLY PROCEDURE

1. Insert O-Rings (ref. 20 & 23) and bearings (ref. 21 & 24) on pinion (ref. 22).
2. Insert nuts (ref. 26) and the washer (ref. 25) in the appropriate grooves of the flange (ref. 27); this operation reduces friction and wear.
3. Insert the pinion in the flange.
4. Insert the unit pinion–flange into the actuator body (ref. 19) pushing until the flange is completely inserted into the body.
5. Tighten the flange screws (ref. 28).
6. **Intermediate test:** using a wrench and acting on the appropriate mill on the upper part of the pinion. Manually rotate the pinion to make sure it freely rotates.
7. Insert the O-Rings (ref. 5), the guide ring (ref. 6) and the thrust block (ref. 8) on the left and right pistons (ref. 7 & 12).
8. **Piston insertion:** This operation can be performed in two different ways in order to obtain either a fail clockwise actuator (**mounting A - FCW**) or a fail counter clockwise actuator (**mounting B - FCCW**). “Right piston” is the piston which contains a hole, as opposed to the “left piston” which does not contain a hole. While facing the supply holes of the actuator body, insert the left piston on the left end of body and right piston on the right end.

8a. Mounting A:

Left piston insertion.

- Place the actuator in a stand up position on its right side with the flange facing you and the supply holes on your right.
- To obtain the counter clockwise rotation (mounting A) it is necessary to insert the rack of the piston to the left of the pinion.
- Insert the left piston applying pressure with hands until the piston is completely in the body.

Right piston insertion.

- Place the actuator in a stand up position on its left side with the flange facing you.
- Insert the rack of the piston to the left of the pinion.
- Insert the right piston applying pressure with hands until the piston is completely in the body.

- 8b. **Mounting B:** follow the same steps as above, but inserting the rack of both pistons on the right of the pinion.

9. Actuator positioning phase:

- 9a.** Place the actuator in a stand up position on a flat surface with the upper part of the pinion on the right side.
- 9b.** Manually apply pressure to the piston, as this will assist to compress the opposite piston.
- 9c.** While continuing to apply pressure, use a wrench on the appropriate mill of the upper portion of the pinion and rotate the pinion counter clockwise. At this point there must be clicking sound due to the interlocking between the piston rack and the pinion tooth. Make sure to create an individual sound per tooth.
- 9d.** After each individual sound, rotate the pinion clockwise; verify that the pinion Namur mill is about 10° beyond the perpendicular to the body axis. If problematic, repeat step 9c.
- 9e.** Double-check the correct assembly of the actuator, confirming that the open position pistons are of equal distance from the cylinder border.

10. End cap mounting:

- 10a.** Insert the end cap O-Rings (ref. 3) into their grooves by following the shape of the grooves with a finger to ensure that the O-Rings are properly seated.
- 10b.** Insert the stop bolt (ref. 15) and the internal regulation screw (ref.14) into the right end cap (ref. 16) from the external side of the end cap. Screw clockwise until they appear inside the end cap.
- 10c.** Insert the O-Rings (ref. 13), the washer (ref. 17) and the nuts (ref. 18).
- 10d.** Insert the end cap screws (ref. 1) and tighten them in an alternating order to the factory torque standard (see Table b).

ACTUATOR TYPE	TORQUE In-Lb (Nm)
A-16	70 (8)
A-21 – A-26	106 (12)
A-31 – A-36 A-41 –A-46	133 (15)
A-51 – A-56 A-61 – A-66	193 (22)

Table b**11. Adjustment:**

- Supply low-pressure compressed air to Port 2 (see drawings Chapter 2 – 1). Using a hex key wrench, turn the internal regulation screw until the pinion shaft is perpendicular to the actuator axis (0° position); tighten the nut to the respective standard of the torque listed in **Table b**.
- Next, supply low-pressure compressed air to Port 4 to open the actuator. The pinion shaft must be at a 90° position (with respect to the 0° position), aligned with the actuator axis. If it is not aligned, act on the stop bolt and tighten the nut to the respective standard of the torque listed in table b.

4 - 4 SPRING CARTRIDGE INSERTION

SVF-Aero actuators can be easily converted from Double Acting to Spring Return by changing the spring number and configuration inside the end cap. **SVF-Aero** actuators can accept up to **5 springs in the right end cap** and **7 in the left end cap**. We advise the insertion of at least two spring cartridges in each end cap in order to have a uniform distribution of forces on the pistons. The number of the springs loaded affects the torque value the actuator will be able to generate during its working cycle. See Chapter 5 and the **SVF-Aero** data sheet to properly size a spring return actuator.

Springs Installation Procedure:

1. Remove the four end cap screws (ref. 1) from the right and left end caps;
2. Remove the end caps;
3. Insert the correct number of spring cartridges into **each** end cap (i.e. AS-16-4 = 4 + 4 springs) referring to **Table c**. It is strongly advised to insert the plastic part of the cartridge containing the deep hole into the appropriate end cap seat.

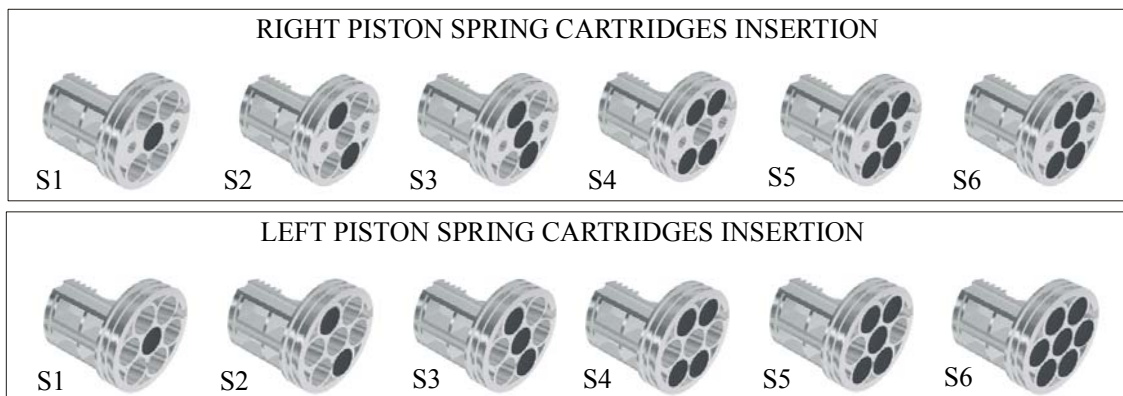
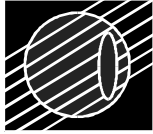


Table c



Troubleshooting Pneumatic Rotary Valve Actuators

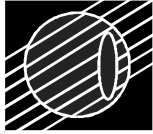
NOTES ON MAINTENANCE PROCEDURES: WARNING!!! In all cases, never operate an automated valve while under pressure or in a live process. Always disconnect supply air or voltage before any disassembly or maintenance is performed. Always be aware of the area classification for electrical service. Shut off and remove all electrical equipment from a hazardous area before performing any maintenance. If ever in doubt, choose safety first!

When contacting your manufacturer be prepared to provide:

Model Number	Usually located on the actuator.
Plant air supply to actuator.	Worst case, reliable air pressure.
Valve type and size it is operating.	Ball, butterfly, etc. Line size.
Intended service	On/Off, modulating etc.
Installed options (if known)	Does the unit have; pilot valve, positioner, etc.?
Single- or double-acting	If it is a spring return (single-acting) unit, should it fail "open" or "closed"?

Problem: Actuator will not operate (For Solenoid-Controlled Actuators)

What to check	Solution
Is valve free to rotate?	Manually cycle the actuator by engaging a wrench on the flats at the auxiliary shaft.
Is actuator the correct size? Output torque?	Contact factory.
If speed controls are being used check to ensure they are not completely closed.	Open the speed control valves.
Solenoid valve supply voltage	Correct?
Adequate supply air pressure?	Install a gauge and take readings as the actuator attempts to cycle or is instructed to do so. Monitor the gauge for unexpected pressure drops.
Further Check of Solenoid Valve	
Apply signal voltage to solenoid valve.	Check solenoid for clicking sound. If OK, proceed.
If no clicking sound is detected.	
Carefully unscrew solenoid and solenoid stem from valve housing,.	Keep parts clean.
Reapply the voltage.	If plunger does not retract, replace valve.
If solenoid functions, reassemble valve.	Remove solenoid valve from actuator. Apply air pressure. Energize valve. Check for air passing through supply ports. If no air, replace. If OK, proceed.



Problem: Actuator will not operate (For Actuators without Solenoid Valves)

What to check	Solution
Is valve free to rotate?	Manually cycle the actuator by engaging a wrench on the flats at the auxiliary shaft.
Is actuator the correct size? Output torque?	Contact factory.
If speed controls are being used check to ensure they are not completely closed.	Open the speed control valves.
Make sure that all internal air porting is free and clear of any obstructions.	Apply slight air pressure to determine free flow of air.
Disassemble Actuator as per Manufacturers Procedures.	
Make sure that the actuator is properly lubricated.	Apply generous amount of #1 grease. Verify with manufacturer.
	Remove and clear out any solidified grease.
Verify that actuator pinion shaft and/or pistons are not bound.	Manually "cycle" actuator.
Check rotary mechanism on output shaft.	If broken, replace.
Check body/cylinder walls for scoring.	Replace body and piston o-rings.
If a spring-return actuator	
Check for misplaced or broken springs	Replace broken springs as per manufacturer's instructions.
Repair/Replace	
In all cases replace soft components throughout the actuator prior to re-assembly. All parts should be clean and lubricated.	

Removing the Actuator for Valve Repair

!!!CAUTION! Safety Precautions!!!

AUTOMATED VALVES

Disconnect all electrical sources and supply air pressure sources from automated valves.

NEVER open or in any way tamper with an electric actuator, solenoid or any other electrically operated field device before checking and understanding the area rating. Terms like: NEMA-7, Hazardous Area Rating, Class and Division Statements all indicate that the area is specially classified and is potentially hazardous and that THE IGNITION OF HAZARDOUS ATMOSPHERE IS POSSIBLE.

DO NOT perform maintenance on any automated valve assembly that utilizes a Spring Return actuator before determining that the supply air pressure has been completely exhausted. Spring Return actuators utilize the powerful mechanical force of the springs to operate the valve upon loss of air.

Tools

No special tools are required for maintenance of SVF Flow Controls, Inc. actuators. **NOTE: Actuator nuts and bolting may be Metric or Imperial. Always check this manual for fastener information.**

Before removing the actuator use this form to record information about the automated package:

TAG# _____

ACTUATOR MODEL: _____

SPRING RETURN OR DOUBLE ACTING: _____

IF SPRING RETURN, IS THE PACKAGE SETUP SO THAT THE VALVE FAILS CLOSED OR OPEN? _____

DOES THE PACKAGE HAVE ANY CONTROL ACCESSORIES?

LIMIT SWITCH? _____ **PILOT VALVE?** _____

POSITIONER? _____ **OTHER?** _____

OTHER INFORMATION/NOTES: _____

