

"N" Series 3/8", 3/4" & 1-1/4" Body Sizes - Solenoid 'L' Pilot

N 315 3 9 0 45 53

Valve function - solenoid	
3/8" & 3/4" Body	
2-way, normally closed	315
3-way, normally closed	355
3-way, normally open	375
1-1/4" Body	
2-way, normally closed	325
3-way, normally closed	365
3-way, normally open	385

"L" pilot configuration	
Blank	None
C	Chrysler wiring - enclosure 'J' & 'N'
F	Ford wiring - enclosure 'E', 'J' & 'N'
G	GM wiring - enclosure 'J' & 'N'

"L" pilot code						
Code	Voltage			Solenoid enclosure options		
	AC 60hz	AC 50hz	DC	Standard duty (01, 45)	Cont. duty (04, 48)	200 PSI (46)
42	24	24	6	5, 6	6	
45			12	1, 5, 6		
49			24	1, 2, 3, 5, 6, 8, 9, W	6, 8, 9	9
51			48	1		
53	120	110		1, 2, 3, 5, 6, 8, 9, E, N, W	1, 6, 8, 9, N	8, 9, E
57	240	220		1, 3, W		
61			120	5, 6		
79			24	E, J	E, J	E, J

Port size / thread type	
3/8" body size	
3/8" Inlet & cyl - 1/2" exhaust - NPT	3
1/2" inlet & cyl - 1/2" exhaust - NPT	4
1/2" inlet & cyl - 1/2" exhaust - BSPP	N
3/4" body size	
1/2" inlet & cyl - 3/4" exhaust - NPT	5
3/4" inlet & cyl - 1" exhaust - NPT	6
3/4" inlet & cyl - 1" exhaust - BSPP	Q
1" inlet & cyl - 1" exhaust - NPT	7
1-1/4" body size	
1" inlet & cyl - 1 1/4" exhaust - NPT	7
1-1/4" inlet & cyl - 1-1/2" exhaust - NPT	8
1-1/4" inlet & cyl - 1-1/2" exhaust - BSPP	S*
1-1/2" inlet & cyl - 1-1/2" exhaust - NPT	9
1-1/2" inlet & cyl - 1-1/2" exhaust - BSPP	T*

"L" pilot configuration	
01*	External pilot, std service, 140 PSI
04*	External pilot, cont duty, 140 PSI
45	Internal pilot, std service, 140 PSI
46	Internal pilot, std service, 200 PSI
48	Internal pilot, cont duty, 140 PSI

* Not available with valve function 325, 365, and 385 (1-1/4" body).

* Not available with valve function 325.
 Note: BSPP is to the ISO 228 standard, and requires an R-BSPT male fitting.

Solenoid enclosure / override	
Basic pilot	1
Basic pilot NLMO	2
Basic pilot LMO	3
Junction box NLMO	5
Junction box LMO	6
Junction box NLMO w/ light	8
Junction box LMO w/ light	9
Basic pilot ext. LMO	W
JIC NLMO w/ light - 3-pin Automotive	E
JIC NLMO w/ light - 4-pin M12	J
JIC NLMO w/ light - 5-pin Automotive	N

Solenoid type	
0	Standard
5*	Hazardous duty
8*	NEMA 4 solenoid

* Available with enclosure 2 & 3, 'L', pilot configuration 04 & 48, and voltage 49 & 53 ONLY.

C
 Inline Valves
 Viking
 Extreme
 "B" Series
 Air-Saver Unit
 ADEX Series
 "N" Series

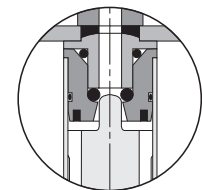
Continuous Duty Pilots

Continuous duty pilots are designed for applications where cycling is infrequent and the pilot is to be energized for indefinite periods of time . . . hours, days or weeks. Typical uses include fail-safe or emergency shutdown circuits where the pilot is to be energized and the valve open as long as the main control is "live" in order to shut off air to equipment in the event of power failure.

The Continuous duty pilot operates satisfactorily in ambient temperatures up to 125°F, even when continuously energized and without the benefit of the cooling air which normally flows through the pilot during frequent cycling. Under certain conditions,

satisfactory operation may be obtained at ambient temperatures above 125°F. CONSULT FACTORY.

Incorporating the performance-proven design features of the standard L-Pilot, the continuous duty pilot utilizes a bullet-shaped stem on the upper end of the plunger. This bullet-shaped stem, seating in a high-temperature rubber o-ring, provides both a bubble-tight seal and positive release.



Continuous Duty Pilot

Most popular.



For inventory, lead times, and kit lookup, visit www.pdnplu.com