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CARRIER**

Commercial Division
Carrier Corporation

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SERVICE BULLETIN

SUBJECT:

OIL COOLER SOLENOID VALVE (WATER CIRCUIT)

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PURPOSE: To forward information concerning the oil cooler solenoid valve and the fact that the strainer within this valve could possibly plug up, which results in high oil temperature.

**MACHINES
AFFECTED:** All 19D, 19DA, 19C and 17CA machines.

PROCEDURE: The oil cooler solenoid valves which are presently being supplied with the above-mentioned machines are as follows:

19C and 17CA Machines- EF11CE181*- shipped in the switch package which is part of shipping package number 1.

19DA Machines- EF11CM81*- shipped attached to the oil supply line.

*Note- The only difference in these valves is the length of the leads.

As part of the regular routine maintenance or upon noticing an increase in the oil reservoir temperature, the strainer located within the solenoid valve should be inspected.

Figure 1 shows a blow-up view of the solenoid valve.

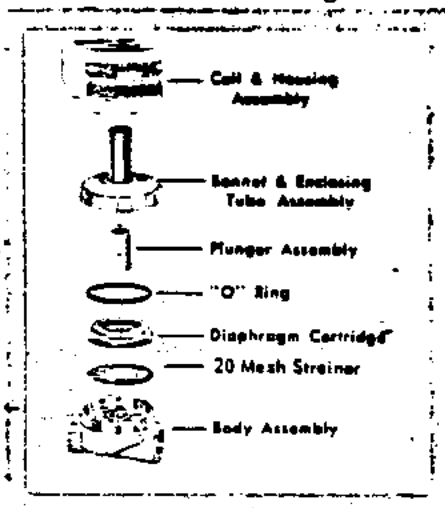


FIGURE 1

ASSEMBLY INSTRUCTIONS

DISASSEMBLY - These valves may be taken apart by unscrewing the bonnet and enclosing tube assembly from the valve body assembly. See Fig. 1. After unscrewing, carefully lift off the bonnet and enclosing tube assembly. Do not drop the plunger. The "O" ring seal and diaphragm cartridge can now be lifted out. Be careful not to damage the machined faces while the valve is apart.

TO REASSEMBLE - Place the diaphragm cartridge in the body with the pilot port extension up. Hold the plunger with the synthetic seat against the pilot port. Make sure the "O" ring is in place, then lower the bonnet and enclosing tube assembly over the plunger. Screw bonnet assembly snugly down on the body assembly.