

APPLICATION

ap-ply-ca-tion \ap-lə-ˈkâ-shən\ n 1 : the act of applying 2 : assiduous attention 3 : REQUEST; also : a form used in making a request 4 : something placed or spread on a surface 5 : capacity for use

The following circuits show a few of the many useful ways to use Clippard Minimatic® modular components in practical pneumatic circuitry. The drawings presented here are combinations of ANSI and pictorial symbols and Octoport piping diagrams. For more information and application assistance contact your nearest Clippard distributor.

Initial Approach to Designing a Pneumatic Control

1. Have a clear verbal understanding of the sequence of operations desired.
2. Put down on paper:
 - A. Manual controls necessary or required and what their function is to be.
 - B. Other available input signals from:
 1. Limit valves
 2. Sensors
 3. Other controls or control media
 - C. All output devices (cylinders, piloted valves, electrical motors, etc.) that are to be controlled.
3. Determine all mechanical interlocks that exist.
4. Determine all the safety interlocks that must exist.
5. Work out the logic portion of the control utilizing the inputs and outputs at hand. Employ the functional circuit concept. Remember even the most complicated control circuits are composites of smaller functional circuits.
6. Check the final circuit for proper actuation during:
 - A. Start up
 - B. Shut down
 - C. Loss of air
 - D. Panic stops in the middle of cycle
 - E. Restarts in the middle of the cycle
 - F. Control during other events that are likely to occur

Cycling Without Limit Valves

This circuit enables a double acting cylinder to reciprocate without the use of limit valves and to control its speed in each direction. As C-1 retracts, it creates a back-pressure behind the piston which is further increased by restricting the exhaust air at port 3, V-2, to slow the return of the cylinder rod. This back pressure holds the pilot closed on V-3. When C-1 has fully returned, the back pressure diminishes. When there is insufficient pressure to hold the pilot down on V-3, the spring shifts the valve, which sends pressure to the right hand pilot, port 4, of V-2. This causes V-2 to shift, which starts C-1 to extend and pilots V-3 exhausting the pressure on the right hand pilot of V-2.

As C-1 extends, an identical sequence occurs between V-1 and V-2, causing the 4-way valve to shift when C-1 has fully extended.

