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Reset Pressure Indicators

Easily Locate Blockage or Lube Points with Excessive Pressure in the Divider Block Lubrication System



FEATURES:

► **Eliminates Guesswork When Trying to Locate Blockage in the Divider Block System:**

Pop out indicator pin immediately identifies plugged or high pressure cylinder and packing lube points.

► **Reduces Compressor Down Time:**

Operator can quickly identify and correct lubrication points with excessive pressure.

► **Color Coded Pins Identify Pressure Range:**

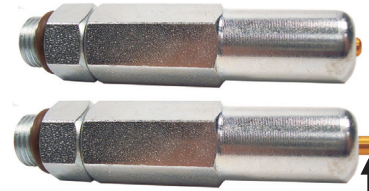
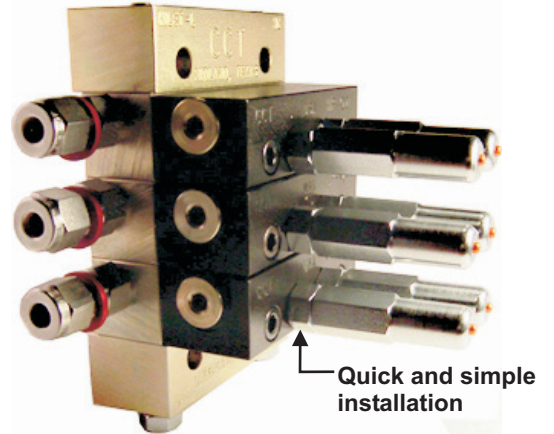
Indicator pins are color coded to identify pressure range of each reset indicator.

► **No Costly Rupture Discs to Replace:**

Pops out when blockage occurs. push in pin to reset the indicator. (Old style pressure indicators must have a rupture disc replaced to reset.)

► **Simple Installation:**

Remove the indicator plug on the front of the divider block and install the reset pressure indicator.



Pop out indicator identifies blocked lube point or excessive high pressure injection point

WHY USE RESET PRESSURE INDICATORS ON DIVIDER BLOCK SYSTEMS?

Many man hours are wasted needlessly when an operator has to find a compressor or packing lubrication point that is causing high pressure in the divider block system. The operator must loosen every lubrication line and check each point one at a time with a purge gun to find the plugged point. Simply said, when the divider block system has reset pressure indicators installed, the operator will instantly know exactly which lubrication point is causing high pressure in the system.

How the Reset Pressure Indicator Works: The divider block lubrication system is a single line progressive system. If one piston stops moving because of blockage or high pressure in an injection point, the piston serving that point stops moving. Now a stall has occurred in the system and the remaining pistons stop moving. This results in a complete loss of oil flow to the compressor or engine. This loss of flow is indicated with a higher than normal system pressure as the lube pump continues to pump oil into the stalled system trying to force the pistons to move and overcome the blockage. The point of excessive pressure is quickly signaled by the reset pressure indicator when the pin pushes out from the assembly and the rupture disc blows to atmosphere and the compressor no-flow shuts down the compressor. Now the operator can immediately identify the problem lube point without removing any tubing lines. This eliminates all guesswork and allows the operator to save many hours of wasted time when trying to locate blockage in the lubrication system.

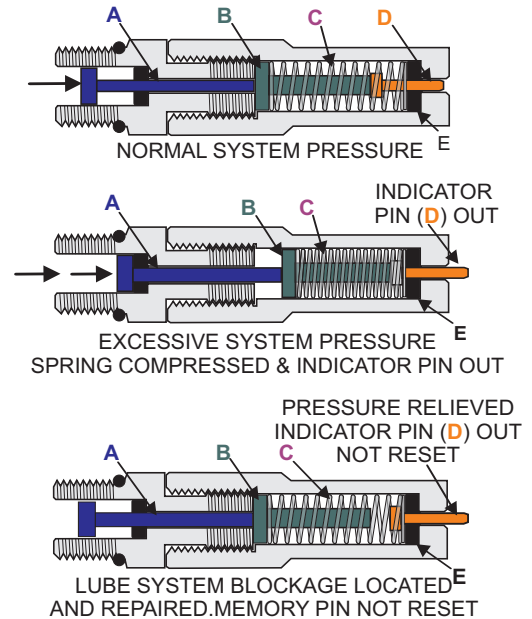
“proflo” Lubrication Systems

“PROTECTING COMPRESSORS WORLD WIDE”

Reset Pressure Indicators With Color Coded Indicator Pins

OPERATION

If tubing or lubrication point blockage should occur, the excessive pressure in the divider block moves pistons "A" and "B" forward. This forward movement compresses the internal spring "C" forcing the indicator pin "D" forward through the opening in the front of the pressure indicator. This protruding pin accurately indicates the point of blockage or high pressure in the tubing line or injection point. The pressure continues to build in the lubrication system until it is relieved by rupturing the disc in the Atmospheric Rupture Assembly or by opening the new CC Technology "POPR" (Pop Open Pressure Relief) causing the lube no-flow to shut down the compressor. When the system high pressure is relieved the spring "C" expands pushing the pistons backward into their original positions. The memory indicator pin "D" is held in the extended position by the o-ring "E" until the operator has located and repaired the lube line blockage. Pin is reset by manually pushing it back into the end of the indicator.



NOTE: When Reset Pressure Indicators are installed with an Atmospheric Rupture Assembly or CC Technology's new "POPR" (Pop Open Pressure relief), the system will respond quickly to indicate excessive pressure in divider block systems, causing the no-flow device to alarm and shutdown the compressor. **Note: Installation of Reset Pressure Indicators is recommended on all divider block systems to enable the operator to easily pinpoint excessively high pressure or blockage in the system.**

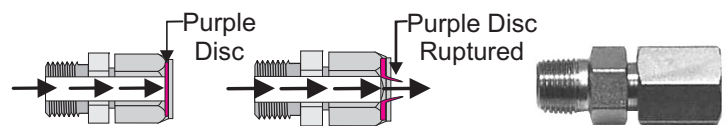
ORDER INFORMATION FOR RESET PRESSURE INDICATORS

Divider Valve Mfg	Max PSI	Part No. & Pin Color	Max PSI	Part No. & Pin Color	Order Example:	Part Number
LRPI - Lincoln	1500 PSI	301500 Red	3500 PSI	303500 Black	For CCT, Ariel, SB, Lubriquip or Gracon/Trabon divider blocks 2000 PSI	TRPI - 302000
TRPI - CCT, Ariel, SB,	2000 PSI	302000 Orange	4000 PSI	304000 Gold		
Lubriquip, Graco/Trabon	2500 PSI	302500 Purple	5000 PSI	305000 Gray		
DRPI - Dropsa,	3000 PSI	303000 Green				

ATMOSPHERIC RUPTURE ASSEMBLY

Atmospheric Rupture Assemblies contain an aluminum disc which ruptures at a predetermined pressure, venting the lubricant to atmosphere. This discontinues flow to the lubrication system which in turn causes the no-flow to alarm. The thickness of the metal disc determines pressure at which the assembly ruptures. Discs are color coded to indicate relieving pressures. Reset Indicators and the Atmospheric Rupture Assembly identify and protect the compressor when lube line blockage occurs. The burst pressure of the atmospheric disc should be a minimum of 800 PSI above the reset pressure indicator. **Note: It is absolutely necessary to install an Atmospheric Rupture Assembly on all divider block lubrication systems. NEVER PLUG AN ATMOSPHERIC RUPTURE ASSEMBLY!**

NOTE: The CC Technology "POPR" (Pop Open Pressure Relief) is a more reliable, cleaner and safer device than the Atmospheric Rupture Assembly.



CAUTION: Torque Cap 40 In. Lbs. MAX.

Part#	Rupture PSI W/1/4" Hole in Cap	Thickness	Color	HP Rupture PSI 1/8" Hole in Cap
0-900-6	900	.006	Black	N/A
0-1150-8	1150	.008	Green	N/A
0-1450-10	1450	.010	Yellow	3700
0-1750-12	1750	.012	Red	4600
0-2050-14	2050	.014	Orange	5500
0-2350-16	2350	.016	Silver	6400
0-2650-18	2650	.018	Pink	N/A
0-2950-20	2950	.020	Blue	7300
0-3250-22	3250	.022	Purple	8200