

Duff-Norton[®]

ACTUATORS

TracMaster

***Electromechanical
Actuators
with Built-In Limit Switches***

6415 Series 12 Volt DC

***Installation, Operation and
Maintenance Instructions***



Publication Part No. SK-6415-300

 **CAUTION!**

This manual contains important information for the correct installation, operation and maintenance of the equipment described herein. All persons involved in such installation, operation, and maintenance should be thoroughly familiar with the contents. To safeguard against the possibility of personal injury or property damage, follow the recommendations and instructions of this manual and keep it for further reference.

 **WARNING!**

The equipment shown in this manual is intended for industrial use only and should not be used to lift, support, or otherwise transport people.

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Section 1 Introduction

1-1. General

This manual provides instructions for the installation, operation and maintenance of the Duff-Norton 6415 Series DC actuator. It includes proper procedures for the disassembly, cleaning, inspection, rebuilding and assembly of the actuator. To ensure efficient, long, satisfactory use of this unit, these instructions should be followed closely.

1-2. Industrial Use Only

The actuators described and illustrated in this manual are intended for industrial use only and should not be used to lift, support or otherwise transport people, unless you have a written statement from Duff-Norton Company which authorizes this actuator unit, as used in your application, as suitable for moving people.

1-3. Factory Preparation

Each actuator is carefully assembled and tested at the factory to ensure that the motor and the mechanical components will function properly and that the actuator will lift its rated load.

The brake is preset at the factory and no further adjustment is required. With proper maintenance, this brake prevents the actuator from self-lowering.

The actuator is pre-lubricated at the factory and thus requires minimum maintenance.

Limit switches are checked at the factory for proper functioning.

External wires are provided for customer hookup. Wires are color coded as to direction of travel of the actuator (see wiring diagram, Figure 6.2).

1-4. Warranty and Warranty Repair

Subject to the conditions stated herein, Duff-Norton will repair or replace, without charge, any parts proven to Duff-Norton's satisfaction to have been defective in material and workmanship. Claims must be made within one year after date of shipment. Duff-Norton will not repair or replace any parts that become inoperative because of improper maintenance, eccentric loading, overloading, chemical or abrasive action, excessive heat, or other abuse.

Equipment and accessories not of Duff-Norton's manufacture are warranted only to the extent that they are warranted by their manufacturer, and only if the claimed defect arose during normal use, applications and service. Equipment which has been altered or

modified by anyone without Duff-Norton's authorization is not warranted by Duff-Norton. EXCEPT AS STATED HEREIN, DUFF-NORTON MAKES NO OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

If you have any questions concerning warranty repair, please contact the Duff-Norton Company.

Authorization for return must be received from the Duff-Norton Company before returning any equipment for inspection or warranty repair.

1-5. Specifications

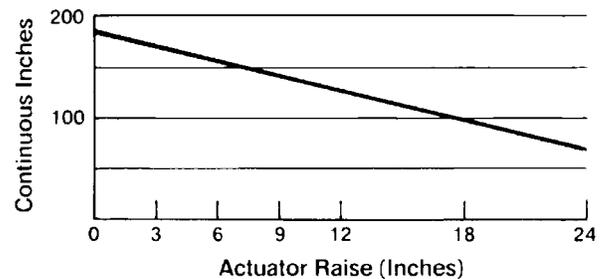
Table 1-1. 6415 Series DC Actuator Specifications

Applied Load (lbs)	Speed (in.min)	Amps	Duty Cycle # (in/hour)	Continuous Duty* (in)
500	36	15	1500	1300
1000	31	21	750	300
1500	26	27	280	See Table 1-2

Total inches of travel (up and down) per hour with equally timed intervals between cycles.

* Total inches of travel (up and down).

Table 1-2. 6415 Series DC Super Pac Actuator Duty Cycle



NOTE

Duty figures are based on 75°F (24°C) ambient temperature. All ratings are nominal and are based on actuator being broken-in for approximately 2500 inches of travel

1-6. Dimensions and Specifications

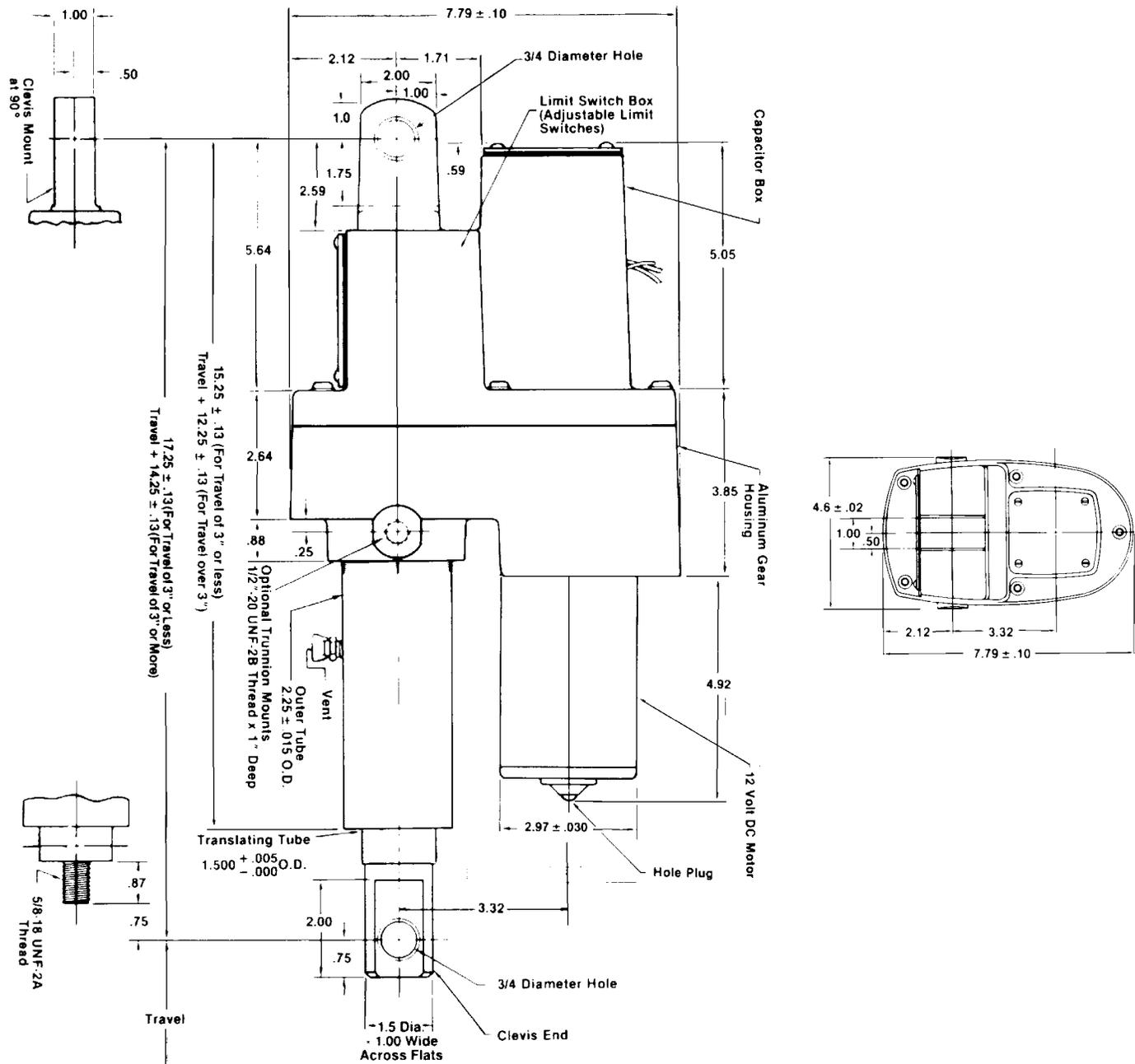


Figure 1-1. LSPD-5415 DC Technical Illustration

⚠ WARNING

- | | |
|---|--|
| <ol style="list-style-type: none"> Some actuator external surface temperatures may reach 230°F at or near maximum allowable duty cycle. Do not operate actuator before setting limit switches. Position hooded vent to prevent moisture and dirt from entering actuator (see instruction and maintenance sheet). The actuator is not recommended for use in applications where it can be jammed. Examples of jamming include overtraveling the limit switches and | <ol style="list-style-type: none"> jamming the nut and screw internally at the extreme ends of the stroke, or driving the actuator against an immovable object and thus overloading the actuator severely. Therefore consult Duff-Norton Engineering if jamming is expected. For fuse replacement use only Little fuse Part No. 511025 (5ag, 32 volt, 25 amp) medium acting fuses. Do not place foreign objects in the fuse holder or use fuses not recommended by Duff-Norton. |
|---|--|

Section II Installation

2-1. Installation Procedures

Use Figure 6-2 as a guide to properly attach the SPA 6415 DC actuator to your power source. Duff-Norton's PDC series control box or 2 SPDT Relays must be used to avoid burning up the limit switches.

2-2. Limit Switch Adjustment

CAUTION

Disconnect power before making any adjustments to the limit switches.

IMPORTANT

Before attempting to set limit switch nuts by these instructions, be certain that the red and blue motor leads and the switch leads are connected properly per Figure 6-2. Unless leads are connected exactly as shown, the following steps will be meaningless.

1. Setting Retracted Position

- a. Do not install actuator in the intended application at this time.
- b. With nut restrainer "A" installed in actuator and the translating tube unstrained, operate actuator toward retracted position until limit switch nut "B" trips limit switch (see Figure 6-3).

NOTE

Translating tube may jam and rotate prior to tripping limit switch.

- c. Rotate the translating tube by hand until distance between the housing clevis hole centerline and the translating tube clevis hole centerline equals the desired closed height. This centerline to centerline dimension is not to be less than the retracted centerline to centerline dimension listed in Figure 1-6. If the two clevis end holes are not oriented as required, rotate the translating tube no more than 1/2 turn in either direction until they are properly oriented.
- d. Install actuator in application and check drift. Slight readjustment in switch actuation may be attained by removing nut restrainer "A" and rotating limit switch nut "B" (1 notch of rotation = .05 in. of screw travel). Replace nut restrainer, "A".

2. Setting Extended Position

- a. Restrain the translating tube against rotation

by hand. Operate the actuator, toward the extended position, until the distance between the housing clevis hole centerline and the translating tube clevis hole centerline equals the desired extended height. This centerline to centerline dimension is not to exceed the extended centerline to centerline dimension listed in Figure 1-6.

- b. Remove nut restrainer "A" and rotate limit switch nut "C" (see Figure 6-3) until it activates the limit switch.
- c. Replace nut restrainer "A".
- d. Install actuator in application and check the unit's drift. Slight readjustment in switch actuation may be attained by removing nut restrainer "A" and (1) rotating limit switch nut "B" to adjust retracted position or (2) rotating limit switch nut "C" to adjust extended position (1 notch of rotation = .05 in. of screw travel).
- e. After adjusting limit switch nuts, replace nut restrainer "A". Operate the actuator and readjust limit switch nuts as necessary to achieve desired travel.

2-3. Post-Installation Procedures

After actuator installation, position the air vent to prevent moisture and dirt from entering the actuator. Vent can be repositioned by loosening the set screw and rotating the outer air tube into which the air vent is threaded. Spot drill and re-tighten set screw.

If necessary, an elbow (1/8" female x 1/8" male pipe thread) can be used for more effective positioning

CAUTION

Do not engage potentiometer shaft gear teeth with plastic worm before reading the following procedure. Failure to adhere to the following procedure could cause damage to the potentiometer.

4. Retract actuator translating tube until stopped by limit switch.
- 5a. **For travels up to 9" (single turn pot):**
 - i. Turn pot shaft counterclockwise until resistance between terminal **S** and **CCW** is approximately 100 ohms. This will be the pot's full retracted position.
 - ii. Being careful not to turn the pot shaft, slide it into engagement with the plastic worm and tighten locknut.

- iii. Re-check resistance. If necessary loosen locknut slightly and twist pot to re-establish 100 ohm resistance. Pot does not have end of travel stops, but has a 20° deadband between the two ends of the resistive element. No continuity will be measured to terminal S if the slider is in the deadband.
- iv. Run actuator to full extension (do not let tube rotate) until it is stopped by its limit switch.
- v. Check resistance between S and CCW to be sure the slider is still on the element and the resistance is greater than 100 ohms. The pot has enough rotation for 9.43 inches of travel. (For strokes shorter than 9", the retracted resistance can be increased so that pot adjustment is less critical.

5b. For travels greater than 9" (multi-turn pot):

- i. Turn pot shaft counterclockwise until it reaches its stop. Now turn shaft back clockwise 1/4 turn.
- ii. Without turning pot shaft, slide pot onto engagement with the plastic worm and tighten locknut.

- iii. Starting 1/4 turn from the end, the 3-turn pot has enough rotation for 25" of actuator travel.

- 6. With this set-up, potentiometer will have increasing resistance from S to CCW (and decreasing resistance from S to CW) as the actuator extends.

2-5. Digital Position Indicator (Duff-Norton part no. SK6300-4K)

The model SK6300-4K is a highly versatile, panel mount, digital readout device that provides a very precise indication of actuator position. It can be programmed to display percentage, inches, or any other desired unit. The indicator is self calibrating with no need for measurements or calculations.

See detailed instructions with the SK6300-4K indicator for installation and programming instructions. Potentiometer terminal **CCW** should be connected to indicator Common, **CW** to Excitation Voltage, and **S** to Signal Voltage Input.

Section III Operation

3-1. Operational Procedures

This motor draws anywhere from 6 amps at no load to 27 amps at rated load. Make sure that the duty cycle to which the actuator is subjected is not too severe for the motor.

All wiring, switches, circuit breakers, etc. must be of sufficient capacity to carry these currents. Avoid using a voltage supply lower than 11 volts DC.

The axis of the clevis pins should be parallel so that the actuator can pivot without binding. A few drops of oil should be used on the clevis pins.

The preset brake will provide consistent braking for the actuator. However, in the event the brake friction surfaces become worn as indicated by excessive drift, the brake will require rebuilding. To aid in rebuilding, a repair kit with step by step instructions is available through Duff-Norton Company under repair kit part number SK-6415-41. The repair can be performed by the customer or by any authorized repair station.

WARNING

This actuator is not recommended for use in applications where it can be jammed. Examples of jamming include overtraveling the limit switches and thus jamming the nut and screw internally at the extreme ends of the stroke, and driving the actuator against an immovable object and thus severely overloading it. This actuator can jam a limited number of times without damage. Therefore, consult Duff-Norton Engineering if jamming is expected.

Do not operate actuator before setting limit switches.

Some actuator external surface temperatures may reach 230°F at or near maximum allowable duty cycle.

Section IV Maintenance

4-1. Lubrication

Duff-Norton recommends the use of the following lubricants in conjunction with proper maintenance procedures of this unit, Mobile XHP-461 or XHP-462.

4-2. Required Tools

A bearing puller, press, soft jaw table clamp and common hand tools are required for proper disassembly and assembly.

4-3. General Procedures

Duff-Norton recommends following these procedures during disassembly and assembly:

1. Tag critical parts to facilitate reassembly.
2. Mark mating surfaces to ensure proper meshing.
3. Clean and lubricate parts as required.
4. All seals must be replaced at time of rebuild, if damaged.
5. All screws, washers and other small common parts must be replaced if mutilated in any way.

4-4. Disassembly

Disassemble the 6415 Series DC actuator as follows while referring to Figure 5-1. Read instructions thoroughly before disassembling.

NOTE

Disassembly should be accomplished on a clean cloth.
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1. Clamp actuator housing (42) in vise (use soft jaws). Unit should be in horizontal position with outer tube (55) up.
2. Remove screws (1) from limit switch box cover (11) and remove limit switch box cover (11) and gasket (12).
3. Remove nut retainer (14).

NOTE

If unit has potentiometer assembly (26) and potentiometer (26a) or gear (26b) is not damaged proceed to Step 4.

- a. Loosen nut (26c) and remove potentiometer assembly from nut retainer (14).

CAUTION

Take care not to damage potentiometer when removing gear.

- b. Remove gear (26b) from potentiometer (26a). Washer and nut do not have to be removed from

potentiometer (26a).

4. Remove screws (1) from capacitor box cover (2) and remove cover (2) and gasket (3). Remove insulation (4) from capacitor box.
5. Remove capscrews (71) from cover (9) and remove fuse holder (70) from cover (9) (until lower terminal of fuse is exposed). Remove fuse holder cap (70) and fuse (72) from fuse holder body (70). Remove fuse holder body (70) completely from unit.
6. Disconnect jumper wires (17 and 18) and motor (53) lead wire terminals from switches (16). Remove jumper wires (17 and 18) and pull motor (53) lead wires into capacitor box.
7. Remove set screw (36) from housing (40).
8. Disassembly of Motor
 - a. Remove motor thru-bolts. (It is not necessary to remove screws totally from motor.) With screwdriver, pry (front end bell near housing) motor (53) away from housing (42) (care must be taken to prevent motor end bells from separating from motor (53) shell and that motor lead wires are not damaged).
 - b. Remove "O" ring (52) and rubber grommet (50).
9. Remove button head cap screws (7) and lock washers (8). Remove cover (9) and gasket (41). (Cover may have to be pried up with screwdriver, or lightly tapped up with wooden or plastic hammer.) Remove dowel pins (27).
10. Remove thrust washer (35) and thrust bearing (36) from cover (9). Thrust washer (35) and thrust bearing (36) may stay on spacer nut (37) in housing (42) and can be removed in Step 18.
11. Remove limit switch shaft assembly, consisting of limit switch shaft (22), limit switch nuts (23) and worm (24), from cover (9). Allow limit switch shaft (22) to drop out of flange bearing (25). Tilt shaft assembly and remove from cover (9).
12. Thread limit switch nuts (23) off of limit switch shaft (22)
13. Remove worm (24) from limit switch shaft (22).

NOTE

If limit switch nuts (23) or worm (24) do not have to be replaced, proceed to Step 14.
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NOTE

If switches (16), insulation (19) or limit switch bracket (21) do not have to be replaced, proceed to Step 16.

14. Remove screws (20) and bracket (21) from cover (9).
15. Remove screws (15), switches (16) and insulation (19) from bracket (21).
16. Press clevis end bushing (6) out of cover (9). If bushing (6) is not damaged it should not be removed.
17. Remove bearing (28), bushing (34) and flange bearing (25) from cover (9).

NOTE

Bushing (34) and flange bearing (25) should not be removed unless they are damaged. Bearing (28) may stay on pinion (29) and can be removed in Step 18.

18. Remove thrust washer (31) from intermediate pinion shaft (32). Bearing (28) from pinion (29), thrust washers (35) and thrust bearing (36) from spacer nut (37) may have been removed in Step 10.
19. Remove spring (61) from end of screw (62).
20. Remove intermediate cluster gear (33), intermediate pinion shaft (32) and thrust washer (31).
21. Remove socket head cap screws (45), lock washers (46)
22. Disassemble outer tube (55) and slip off over translating tube and clevis (66).
23. Remove air vent (58), wiper scraper (60) and guide bushing (59) from outer tube (55).

NOTE

If wiper scraper or guide bushing are not damaged they should not be removed.

24. Remove set screw (68) from spacer nut (37) and disassemble spacer nut (37) from screw (62) by clamping screw (62) between soft jawed vise.

⚠ WARNING

Care must be taken not to damage bearing journal of spacer nut (37).

25. Remove output gear (39), key (40), thrust washers (35), thrust bearing (36), and gear spacer (43).
26. Remove screw (62), translating tube and clevis (66) and nut assembly (64).
27. Remove washer (44) from screw (62).
28. Thread screw (62) into the translating tube until the screw bottoms out and cannot rotate farther, or until the screw thread becomes disengaged from the

lifting nut thread (64).

29. Drive the four pins (65) just far enough into the lifting nut (64) to clear the translating tube wall; then remove the translating tube from the nut.
30. Remove the lifting screw (62) from the lifting nut (64)
31. Remove the four pins (65) by pressing each one the rest of the way through the lifting nut wall.
32. Remove the stop pin (63) from the lifting screw (62) if necessary.
33. Removing the brake. (Required only if drift is excessive. If brake removal is not necessary, proceed to Step 34).
 - a. Push on the pinion coupling (48) until it slips back enough to make the spring (49) tang accessible.
 - b. Remove the spring (49) by grabbing the tang with pliers and twisting out. (Spring must now be replaced and can no longer be used.)
 - c. Remove retaining ring (48) from input pinion (29) and remove coupling (47). Input pinion (29) and bearing (30) now can be removed from housing (42).
 - d. The brake inset (51) has straight knurls on its O.D. which prevent it from rotating. Therefore, the insert can only be removed by pulling straight out.
 - e. One method of removing the insert (51) is to use a blind hole bearing puller. This tool expands into the internal spring cavity and pulls against the lip of the insert (51).
34. If coupling (47) on motor (53) shaft must be replaced, remove retaining ring (48) from motor (53) shaft and remove coupling (47).

DISASSEMBLY IS COMPLETE.

4-5. Assembly

Assemble the 6415 Series DC actuator as follows while referring to Figure 5-1. Read instructions thoroughly before assembling.

NOTE

Be sure all components are clean and dry before assembling.

1. Install V-Ring Seal (5) on motor (53) shaft. (Cup end of seal should be against motor end bell. Care must be taken not to collapse V-ring.) Assemble coupling (47) on motor shaft, then install retaining ring (48) on motor shaft.
2. Press bearing (30) on input pinion (29) (press load should be applied to inner race of bearing to avoid

damage to bearing).

3. Press bushing (34) into housing (42).
4. Install input pinion (29) and bearing assembly (30) in housing (42) (press load should be applied to outer ring of bearing to prevent damage to bearing).
5. Assemble coupling (47) on input pinion (29) and install retaining ring (48).
6. Brake Assembly
 - a. Grease O.D. of spring (49) and pocket of insert (51) (chamfered end) with Aeroshell #6 grease.

⚠ CAUTION

When using replacement parts, make sure you have correct spring. Red spring designates DC unit.

- b. Install spring (49) into insert (51) pocket (chamfered end).
 - c. Align pinion coupling (47) and spring (49) as shown in Figure 6-1A and press insert (51) and spring (49) assembly into housing (42) (alignment must be as shown in Figure 6-1A).
7. Press bushing (34), bushing (6) and flange bearing (25) into cover (9).
8. Assembly of Limit Switch Components (refer to Figure 6-3).
 - a. Assemble insulation (19), limit switch (16) and screw (15) on limit switch bracket (21).

NOTE

Limit switch (16) leads should face each other. Insulation (19) should be folded up and behind common terminal of switches (16). See Figure 6-3.

- b. Assemble limit switch nuts (23) on limit switch shaft (22) (care should be taken not to cross-thread nuts). Nut hubs should be facing away from each other. See Figure 6-3.
 - c. Assemble worm (24) on limit switch shaft (22). Unthreaded hub on worm should be away from limit switch shaft (22) threads. (See Figure 6-3.)
9. Assembly of Limit Switch Components in cover. Refer to Figures 6-2 and 6-3.

NOTE

Cover (9) should be in a soft-jaw vise with limit switch box cover up.

10. Assemble limit switch bracket (21), insulation (19) and switch (16) assembly into cover (9) with screws (20).
11. Assemble limit switch shaft (22), limit switch nuts (23)

and worm (24) assembly into cover (9). Tilt shaft and insert into I.D. of bushing (34). Then straighten and assemble shaft into flange bearing (25).

NOTE

Worm (24) should be facing up toward flange bearing (25). See Figure 6-3 (shaft will be loose in cover).

12. Attach red terminal wire (17) to common terminal of left side switch (16). Attach blue terminal wire (18) to common terminal of right side switch (16). Feed ends of terminal wires (17) and (18) through 5/8" dia. hole into cover (9) capacitor box.
13. Press guide bushing (59) and wiper scraper seal (60) into outer tube (55). (Scraper part of scraper seal should be facing outward away from guide bushing.)
14. Install the stop pin (63) in the end of the lifting screw (62), taking care to center the pin in the screw.
15. Screw the lifting nut (64) on to the lifting screw (62) with the flange end away from the stop pin (63).
16. Fill the translating tube (66) approximately 1/2 to 3/4 full with Duboise M.P.G. grease (no substitutes).
17. Slide the translating tube over the lifting screw (66) and on to the lifting nut (64), lining the four holes in the translating tube up with the four holes in the lifting nut (64). Install pins (65) flush with translating tube O.D.
18. Assemble washer (44) and gear spacer (43) on screw (62). Install key (40) in key groove of screw.
19. Clamp sides of housing (42) in vise (use soft jaws with input pinion up).
20. Install screw (62), gear spacer (43), washer (44), translating tube (66), and tube nut (64) assembly into housing (42) through bushing (34).
21. Apply a generous amount of Aeroshell #6 grease (no substitutes) to thrust washers (35) and thrust bearing (36) and assemble over gear spacer (37).
22. Aligning keyway in output gear (39) with key (40) in screw (62), assemble output gear (39) on screw (counter-bore in gear facing up away from thrust bearing).
23. Clamp screw (62) between soft jawed vise. Thread spacer nut (37) on screw (62) and tighten against output gear (39). Spacer nut flange should be in counterbore of output gear. Do not grip on bearing journal of spacer nut when tightening spacer nut.
24. Check alignment of tapped holes in spacer nut (37) with holes in output gear (39). Use two 9/64 dia. pins approximately 1 1/2" long. One pin should drop into

hole in output gear (39). If pin does not drop into hole, tighten or loosen spacer nut until hole is aligned and one pin drops into hole. (Note: spacer nut should not be rotated more than 221/2 before pin drops into hole in gear.) It is preferable to tighten spacer nut down instead of loosening.

25. Remove pin from aligned hole. Install half dog set screw (68) and tighten half dog point into hole i output gear (39). Remove remaining pin and proceed with assembly. Note: One hole must be in alignment to have proper assembly.

26. Lightly grease O.D. of translating tube (66) with DuBoise M.P.G. grease (no substitutes) and assemble outer tube (55) assembly over translating tube (66) and thread into housing (42) (a sealing compound such as Non-Hardening Permatex 2 should be used on threads).

27. Insert intermediate pinion shaft (32) in housing (42) and place thrust washer (31) over shaft (32). Assemble intermediate cluster gear (33) on shaft and place thrust washer (31) on top.

28. Assemble bearing (28) on input pinion (29) (press on inner bearing ring to prevent damage to bearing).

9. Pack housing (42) gear box cavity with Aeroshell #6 grease (no substitutes).

30. Assembly of Motor (53) to Housing (42)

- a. Note location of flat on input pinion (29) by marking spot on the coupling (47) posts. See Figure 6-1B on page 14.
- b. Insert grommet (50) on input pinion (29) between coupling (47) posts and install "O"-Ring (52) in cavity of insert (51).
- c. Pack cavity with Aeroshell #6 grease.
- d. If hole plug (54) is in rear end of motor, remove.
- e. Feed motor (53) lead wires through hole in housing (42) lining up couplings (47) on input pinion (29) and motor (53) shaft. (See Figure 6-1B on page 14.) Motor screws should be lined up with tapped holes in housing (42).

NOTE
Alignment is critical at this point. See Figure 6.1B on page 14. Note that input pinion (29) and motor (53) shaft flats are opposite each other.

- f. Assemble motor (53) into housing and install screws (care should be taken during assembly that end bells do not separate from motor (53) shell).

g. With a screwdriver turn motor shaft by inserting in motor shaft slot in end of motor. If couplings are properly installed, the shaft will turn freely in both directions. If motor shaft will not turn, this is an indication that a couplings are not properly installed.

31. Insert intermediate pinion shaft (32) in housing (42) and place thrust washer (31) over shaft (30). Assemble intermediate cluster gear (33) on shaft and place thrust washer (31) on top.

32. Assemble bearing (28) on input pinion (29) (press on inner bearing ring to prevent damage to bearing).

33. Pack housing (42) gear box cavity with Aeroshell #6 grease (no substitutes).

34. Insert dowel pins (27) in housing (42) and place gasket (41) in place over dowel pins (27).

35. Install air vent (58) in outer tube (55) (it may be necessary to back outer tube out in order to install air vent or to have vent in a more desireable position). Spot drill tube and install set screw (38) to hold tube in place.

36. Install spring (61) into end of screw (62).

NOTE
If unit has potentiometer assembly (26) and gear (26b) does not have to be replaced or if unit has no potentiometer feature, proceed to Step 35.

37. Potentiometer Assembly (26)

- a. If nut and washer were removed from potentiometer, assemble washer (26d) and nut (26c) on potentiometer (26a). Nut (26c) should not be tightened on potentiometer (26a) face.
- b. Assemble gear (26b) on potentiometer (26a) shaft.

NOTE
Gear should be assembled with a very light press. See sketch for required dimension of gear on potentiometer. Take care not to damage potentiometer.

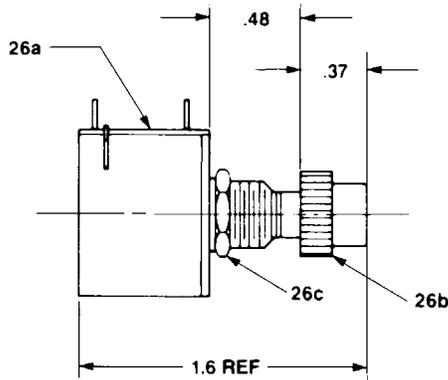


Figure 4-1. Potentiometer Nut & Washer

38. Assembly of Fuse Holder in Cover (9)

- a. Connect jumper wire (69) to one terminal of fuse holder body (70a).
- b. Install fuse holder body (70a) into cover.
- c. Apply Permatex 2 Non-Hardening Sealant to threads of cap screws (71) and install in cover (9) to fasten fuse holder body (70a) in place.

39. Assembly of DC Cover

- a. Connect motor lead wire to other terminal of fuse holder body (70a).
- b. Feed motor (53) lead wire with terminal and jumper wire (69) terminal thru cover (9) (care should be taken not to damage wires). Assemble cover (9) on housing (42) aligning dowel pins (27) with dowel pin holes in cover (9). (A light tap with a soft hammer may be required.)
- c. Install lock washers (8) and button head cap screws (7).
- d. Install fuse (72) in fuse holder cap (70) and install assembled fuse (70B) and body cap into fuse holder body (70A).
- e. Feed terminal wires, (17) red, (18) blue, fuse jumper wire, and motor lead through 1/2" tapped hole in cover capacitor box outside of cover.
- f. Insert insulation (4) and assemble gasket (3) and cover (2) with screws (1).
- g. Adjust actuator limit switch settings per instructions in paragraph 2-2.
- h. If actuator has potentiometer, refer to position indicator installation and calibration instructions in Paragraph 2-4.
- i. Attach gasket (12) and cover (11) with screws (1).

ASSEMBLY IS NOW COMPLETE.

Section V Parts List and Technical Illustration

Table 5-1. Parts List for 6415 AC Actuator

Index No.	Part Name	Qty. Req.	Part Number
1	Screw	8	H-2979
2	Cover	1	SK-6415-38
3	Gasket	1	SK-6415-37
4	Insulation	1	SK-6415-47
5	V-Ring Seal	1	SK-6415-95
6	Bushing	1	SK-6415-96
7	Button Head Cap Screw	5	H-2986
8	Lock Washer	5	S-42-9
9	Cover	1	SK-6515-91
10	Tapered Closure	1	SK-6000-46
11	Switch Cover	1	SK-6415-36
12	Gasket	1	SK-6415-35
13	Instruction Decal	1	SK-6905-15
14	Nut Restrainer	1	SK-6415-136
15	Screw	4	H-2984
16	Switch	2	SK-6415-131
17	Jumper Wire (Red)	1	SK-6415-32-1
18	Jumper Wire (Blue)	1	SK-6415-32-2
19	Insulation	2	SK-6415-132
20	Screw	2	H-2979
21	Limit Switch Bracket	1	SK-6415-137
22	Limit Switch Shaft	1	SK-6415-135
23	Limit Switch Nut	2	SK-6425-9
24	Worm	1	SK-6905-3
25	Flange Bearing	1	SK-6425-11
26	Potentiometer Assembly	1	††
26a	Potentiometer	1	††
26b	Gear	1	SK-6415-62
26c	Nut	1	furnished with
26d	Lock Washer	1	26a
27	Dowel Pin	2	H-5391
28	Bearing	1	SK-6415-5
29	Input Pinion	1	SK-6415-3
30	Bearing	1	SK-2374-5
31	Thrust Washer	2	255K14
32	Intermediate Pinion Shaft	1	SK-6415-9
33	Intermediate Cluster Gear	1	SK-6415-4
34	Bushing	2	SK-6415-11
35	Thrust Washer	4	255K10
36	Thrust Bearing	2	511K11

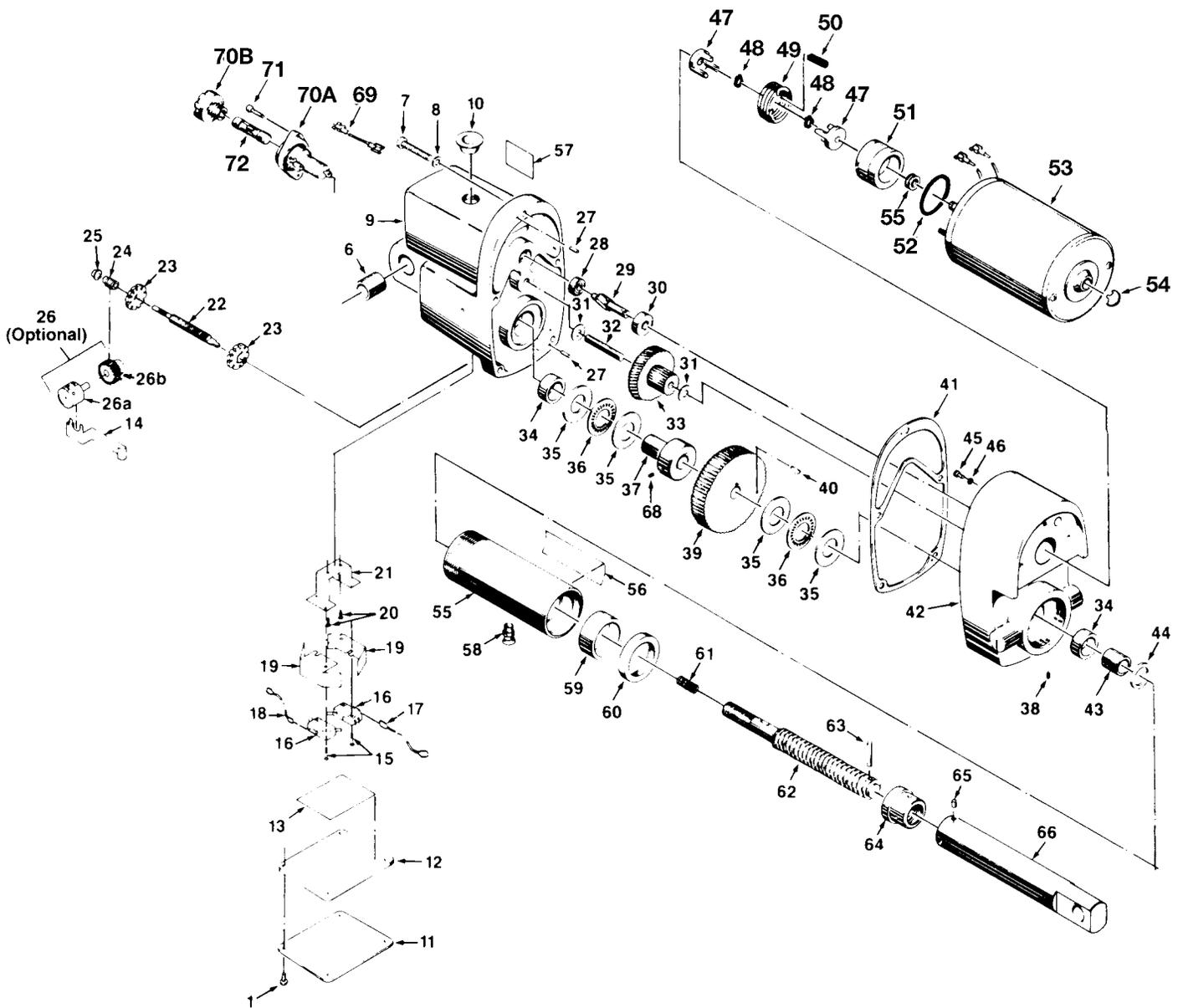
Index No.	Part Name	Qty. Req.	Part Number
37	Spacer Nut	1	SK-6415-17
38	Set Screw	1	H-2594
39	Output Gear	1	SK-6415-92
40	Woodruff Key	1	S-23-12
41	Gasket	1	SK-6415-7
42	Housing	1	SK-6415-1
43	Gear Spacer	1	SK-6415-91
44	Washer	1	H-4011
45	Socket Head Cap Screw	3	S-49-94
46	Lock Washer	3	H-4081-P
47	Coupling	2	SK-6415-20
48	Retaining Ring	2	SK-2374-8
49	Spring	1	SK-6415-69
50	Rubber Grommet	1	SK-6415-29
51	Insert	1	SK-6415-68
52	"O"-Ring	1	X-6477-63
53	Motor	1	SK-6415-8
54	Hole Plug	1	H-7827
55	Outer Tube	1	SK-6415-111**
56	Warning Decal	1	SK-6415-86
57	Actuator Deal	1	SK-6415-67
58	Air Vent	1	SK-2015-218
59	Guide Bushing	1	SK-6415-23
60	Wiper Scraper	1	SK-6415-16
61	Spring	1	JF-343-3
62	Screw	1	SK-6415-113*
63	Stop Pin	1	H-5122
64	Nut	1	SK-6415-15
65	Pin	4	H-5164
66	Translating Tube & Clevis	1	SK-6415-109-A*
68	Half Dog Set Screw	1	H-2612
69	Jumper Wire	1	SK-6415-129
70A	Fuse Holder Body	1	SK-6415-128
70B	Fuse Holder Cap	1	SK-6415-128
71	Cap Screw	2	S-49-94
72	Fuse	1	SK-6415-103

* Denotes dash number is equal to travel

** Denotes dash number is 3 for travel. 3 inches or less. Otherwise denotes dash number is equal to travel in inches.

†† **Optional**

Travel	Potentiometer (26a)	Ohms	Ohms/Inch Change	Potentiometer with gear (26)
9" or less	SK-3275-24	5000	530	SK-6415-70-10A
Over 9"	SK-6200-18	5000	167	SK-6415-70-5A



⚠ WARNING

Use only replacement parts supplied by or approved by Duff-Norton. Non-authorized parts may be inadequate, resulting in serious injury or death in event of failure.

Figure 5-1. Exploded Parts Illustration 6415 Series AC Actuator

Section VI Technical Illustrations

6-1. Brake Alignment

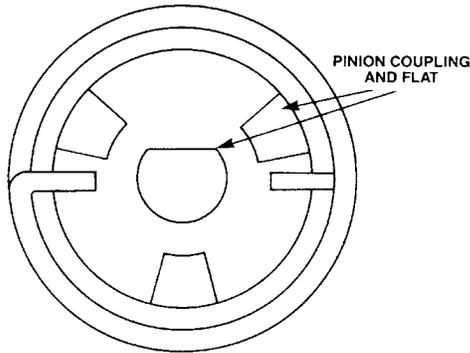


Figure 6-1A. Brake, Spring, Motor and Pinion Coupling Alignment

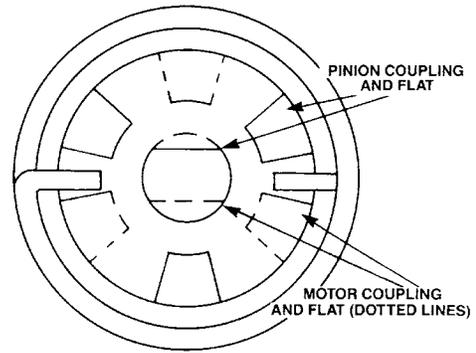


Figure 6-1B. Brake Spring, Motor and Pinion Coupling Alignment

6-2. Limit Switch Wiring Diagram

NOTE

Duff-Norton's PDC Series Control Box or Two SPDT relays must be used to avoid burning up the limit switches.

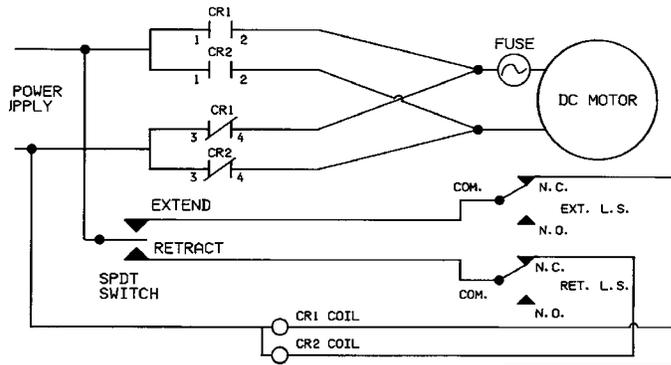


Figure 6-2. Limit Switch Wiring Diagram, 6415 Series AC Actuator

6-3. Limit Switch Assembly

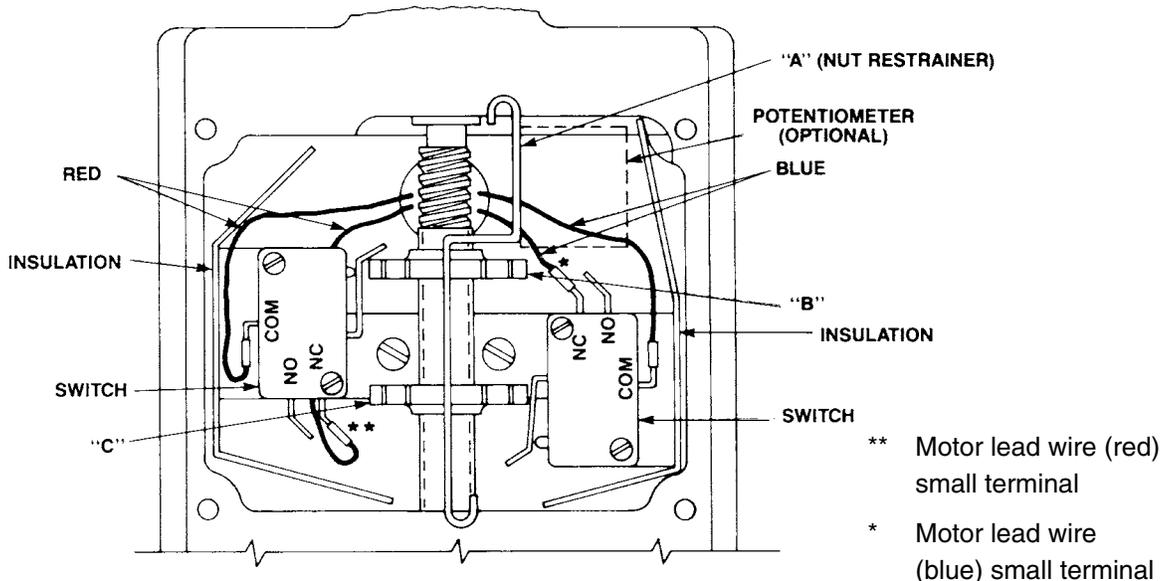
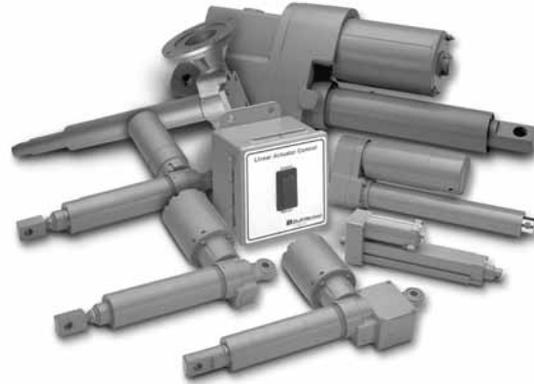


Figure 6-3. Limit Switch Assembly, 6415 Series AC Actuator

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