

GH-BETTIS

SERVICE INSTRUCTIONS

DISASSEMBLY AND REASSEMBLY

FOR THE FOLLOWING MODELS

K722-SR, K722-SR-M3, K722-SR-M3HW,

K732-SR, K732-SR-M3 AND K732-SR-M3HW

SPRING RETURN SERIES

K-MASS ACTUATORS

PART NUMBER: 074972

REVISION: "A"

RELEASE DATE: March, 1992

1.0 INTRODUCTION

- 1.2 This service procedure is offered as a guide to enable general maintenance to be performed on GH-Bettis KHD722-SR, KHD722-SR-M3, KHD722-SR-M3HW, KHD732-SR, KHD732-SR-M3, and KHD732-SR-M3HW series actuators.
- 1.2 The maximum recommended service interval for this series of actuator is five years. Storage time is counted as part of the service interval.
- 1.3 This procedure is written with the understanding that all operating power has been removed from the actuator, allowing the spring to stroke and rotate the yoke to the actuators fail position. Also it is understood that the actuator has been removed from the valve as well as all piping and accessories that are mounted on the actuator have been removed.

**COMPLETE ACTUATOR REFURBISHMENT
REQUIRES THAT THE ACTUATOR BE
DISMOUNTED FROM THE VALVE**

2.0 SUPPORT ITEMS AND TOOLS

- 2.1 Support Items - Service Kit, commercial leak testing solution, latex window caulking and non-hardening thread sealant.
- 2.2 Tools - All tools are American Standard inch. Two each medium standard screwdriver, small standard screwdriver with corners rounded, putty knife, rubber or leather mallet and a torque wrench (up to 2,000 in. lbs.). For recommended tool list refer to page 10 of 11.

3.0 REFERENCE GH BETTIS MATERIALS

- 3.1 Assembly Drawing Part Number 036312 fail close (CW).
- 3.2 Assembly Drawing Part Number 040906 fail open (CCW).
- 3.3 Exploded Detail Part Number 063354 for K722-SR.
- 3.4 Exploded Detail Part Number 069248 of K732-SR.
- 3.5 Exploded Detail Part Number 068096 for K722-SR-M3/M3HW.
- 3.6 Exploded Detail Part Number 068094 for K732-SR-M3/M3HW.

4.0 GENERAL

- 4.1 Numbers in parentheses, () indicate the bubble number (reference number) used on the GH Bettis Assembly Drawing, Exploded Detail Drawings, and actuator parts lists.
- 4.2 This procedure is written using the stop screw side of the housing (1-10) as a reference and this side will be considered the front of the actuator and the housing cover as the top of the actuator.
- 4.3 To ensure correct re-assembly; that is, with spring on same end of housing as was, mark or tag right (or left) and mark mating surfaces.
- 4.4 When removing seals from seal grooves, use a small screwdriver with sharp edges rounded off or a commercial seal removing tool.

- 4.5 Use a non-hardening thread sealant on all pipe threads. **CAUTION: Apply the thread sealant per the manufacturer's instructions.**
- 4.6 Disassembly of actuator should be done in a clean area on a work bench.
- 4.7 LUBRICATION REQUIREMENTS: Standard and high temperature service (20°F to 350°F) use, GH Bettis, ESL-5, Kronaplate 100. ESL-5 is provided in the GH Bettis Service/Seal Kit.
- 4.8 It is a good practice to operate the actuator with the nominal operating pressure (NOP), as listed on the actuator nametag or the pressure used by the customer to operate the actuator during normal operation, before starting the general disassembly of the actuator. Note and record any abnormal symptoms such as jerky or erratic operation. **NOTE: Pressure is not to exceed the maximum operating pressure rating listed on the name tag.**
- 4.10 Refer to information notes at the end of this procedure for product improvement changes and other changes to this series of HD actuators.

5.0 GENERAL DISASSEMBLY

- 5.1 If not already removed remove all operating pressure from actuator cylinder (3-10) and spring cylinder (4-10), allowing the spring to stroke. The spring will rotate the yoke to the fail position.
- 5.2 If an M3 is mounted, the M3 jackscrew (3-20) should not contact the end of the piston rod (2-10).
- 5.3 Actuators equipped with -M3HW jackscrew override with handwheel option, remove hex nut (8-30), lockwasher (8-20), and handwheel (8-10).
- 5.4 Remove two breathers (4-20). One is located in the end of spring cylinder (4-10) and the other is located in the port of cylinder adapter (2-30). Refer to note number 5 for additional information.
- 5.5 Measure the exposed length of right and left stop screws (1-60) and record each before loosening or removing.
- 5.6 Remove the socket cap screws (1-120) from position indicator (1-110) yoke weather cover (6-110) and remove position indicator/yoke weather cover.
- 5.7 Remove snubber (1-130) from top of housing (1-10).
- 5.8 Remove the latex caulking that covers all the hardware on the housing cover. Cut through the latex caulking that seals all joints where the actuator parts are disassembled.

6.0 SPRING CYLINDER REMOVAL

- 6.1 When the spring cylinder is installed on the actuator the spring is under compression. **DO NOT remove the spring cylinder until the actuator has the "pre-load" removed.** Remove spring cylinder stop screw "pre-load" as follows: Locate the stop screw (1-60) that is on the opposite side of the housing from the spring cylinder (4-10). Loosen jam nut (1-70). Unscrew and remove stop screw (1-60).
- 6.2 Secure the chain wrench around the spring cylinder (4-10) as close to the welded end cap as possible. Using a mallet, break the cylinder loose and then remove the cylinder by rotating in a counter clockwise direction. When setting the spring cylinder (4-10) aside, care should be taken to protect the chamfered edge and cylinder threads.

- 6.3 Due to the weight and the nature of a preloaded assembly, caution should be exercised when handling the spring cartridge (5). The spring cartridge (5) is unattached and is only contained by the spring cylinder (4-10).

- 6.4 Carefully remove spring cartridge (5) from spring cylinder (4-10) by slightly tilting open end of cylinder down.

WARNING: Under no circumstances should the spring cartridge (5) be cut apart, as the spring is pre-loaded and the spring cartridge welded together.

- 6.5 Unscrew and remove standard hex lock nut (2-70) and lockwasher (2-80) from piston rod (2-10).

- 6.6 Remove the piston (2-20).

7.0 PRESSURE CYLINDER DISASSEMBLY

- 7.1 Secure the chain wrench around the cylinder (3-10) as close to the welded end cap as possible. Using the mallet, break the cylinder loose and then remove the cylinder by rotating in a counter clockwise direction. When setting the cylinder aside, care should be taken to protect the chamfered edge and cylinder threads.

- 7.2 Unscrew and remove hex lock nut (2-70) from the piston rod.

- 7.3 Remove the piston (2-20).

- 7.4 On the power cylinder (3-10) side of the actuator, unscrew and remove the four cylinder adapter ferry screws (2-90) and gasket seals (6-80) from the cylinder adapter (2-30).

- 7.5 Remove the cylinder adapter (2-30), taking care not to scratch the piston rod (2-10) or disengage the rod bushing (2-40).

- 7.6 On the spring cylinder (4-10) side of the actuator, unscrew and remove the four cylinder adapter ferry screws (2-90) and gasket seals (6-80) from the remaining cylinder adapter (2-30).

- 7.7 Remove the cylinder adapter (2-30), taking care not to scratch the piston rod (2-10) or disengage the rod bushing (2-40).

- 7.8 For actuators equipped with M3 or M3HW jackscrew override, the following steps will be used for disassembly of the M3 from the cylinder (3-10). **NOTE: Unless the M3 is to be removed for replacement the M3 need not be disassembled from the cylinder.**

- 7.8.1 With the cylinder (3-10) on a work bench, lubricate jackscrew assembly (3-20) threads with lubricant.

- 7.8.2 Using a 3/16 inch pin punch, drive out and remove the spirol pin from the outboard slotted nut.

- 7.8.3 Remove slotted nut from the jackscrew assembly (3-20).

- 7.8.4 Loosen and thread seal nut (3-30) off of the jackscrew assembly (3-20).

- 7.8.5 Thread the jackscrew assembly (3-20) into the cylinder (3-10) until it is disengaged from the cylinder end cap.

- 7.8.6 Remove the jackscrew assembly (3-20) from the open end of the cylinder (3-10).

8.0 HOUSING GROUP DISASSEMBLY

- 8.1 Remove cover screws (1-30) and seal gaskets.

- 8.2 Remove the housing cover (1-20). The housing cover has a tight fit and will require the use of two pry bars or screw drivers.
- 8.3 Rotate the yoke arms to the center position.
- 8.4 Remove the upper yoke roller (1-50).
- 8.5 Lift out and remove the yoke pin (1-40).
- 8.6 Holding rod bushing (2-40) in place, pull the piston rod (2-10) out through the rod bushings (2-40).
- 8.7 Remove both rod bushings (2-40) from housing (1-10).
- 8.8 Lift out the yoke (1-140) from the housing cavity.
- 8.9 Remove the lower yoke roller (1-50).
- 8.10 Unscrew and remove the remaining stop screw (1-60), jam nut (1-70), and gasket seal (6-90). Be sure to identify this stop screw.
- 8.11 It is not necessary to remove housing pipe plug (1-100) or cylinder adapter pipe plug (2-110).

9.0 GENERAL RE-ASSEMBLY

- 9.1 Remove and discard all old seals and gaskets, taking care not to scratch or damage seal grooves.
- 9.2 All parts should be cleaned to remove all dirt and other foreign material prior to inspection.
- 9.3 All parts should be thoroughly inspected. Particular attention should be directed to threads, sealing surfaces and areas that will be subjected to sliding motion. Sealing surfaces must be free of deep scratches, pitting, corrosion and blistering or flaking coating.
- 9.4 All K-Mass coated parts should be inspected for damage to the coating. Replace or repair all K-Mass parts that are damaged.
- 9.5 Before installing coat all surfaces of actuators moving parts with lubricant.
- 9.6 Coat all seals with lubricant, before installing into grooves, also both sides of gaskets.

10.0 CENTER HOUSING GROUP RE-ASSEMBLY

- 10.1 If removed, install a pipe plug (1-100) into the drain port of the housing (1-10).
- 10.2 Install one of the yoke o-ring seals (6-20) into the groove in the housing bore (1-10).
- 10.3 Apply lubricant to the yoke bore in the body and arrange the body so that the yoke bore is nearest to you. Lubricate the raised rib in the bottom of the housing.
- 10.4 Apply a generous amount of lubricant to the slots in the upper and lower yoke arms of yoke (1-140).
- 10.5 Coat the bearing surfaces of the yoke (1-140) with lubricant and install into the housing. The wide yoke arm should be installed toward the top of the housing.

- 10.6 Coat the piston rod bushings (2-40) with lubricant and install into both sides of the housing.

- 10.7 Coat one of the yoke rollers (1-50) with lubricant and place into the lower yoke arm slot nearest the cylindrical portion of the yoke.
- 10.8 Apply a light coat of lubricant to the piston rod (2-10) and install thru the bushings in the housing.
- 10.9 Coat the yoke pin (1-40) with lubricant and install thru the piston rod (2-10) into the lower yoke roller (1-50).
- 10.10 Coat the remaining yoke roller (1-50) with lubricant and install over the yoke pin and into the slot in the upper yoke arm.
- 10.11 Install the remaining yoke o-ring seal (6-20) into the housing cover (1-20).
- 10.12 Coat the yoke bore in the cover (1-20) with lubricant.
- 10.13 Install the cover gasket (6-60) onto the housing.
- 10.14 Install the housing cover (1-20) and the four cover screws (1-30) with gasket seals (6-80) onto the housing (1-10). NOTE: For 722-SR actuators, gasket seals will be item number (6-100).

11.0 PRESSURE CYLINDER RE-ASSEMBLY

- 11.1 Coat the piston rod seal (6-30) with lubricant and install, lip first, into the cylinder adapter (2-30). The energizer ring of rod seal (6-30) must face the cylinder adapter, piston side.
- 11.2 Install one cylinder adapter gasket (6-70) over the piston rod bushing on the right side of the housing for clockwise actuators or on the left side of the housing for counterclockwise actuators.
- 11.3 Install the cylinder adapter (2-30) over the end of the piston rod and retain with the cylinder adapter ferry screws (2-90) and gasket seals (6-80). Arrange the cylinder adapter with the single cast stiffening rib on the housing side pointing toward the yoke bore and up at 45 degrees. Care should be taken at this point not to scratch the piston rod when installing the cylinder adapter.
- 11.4 If removed, install a pipe plug (2-110) into the cylinder adapter pressure port that is pointing away from the yoke bore and down at 45 degrees.
- 11.5 Install the cylinder adapter o-ring seal (6-40) into the cylinder adapter (2-30) in the groove at the inner end of the threads.
- 11.6 Install the piston o-ring seal (6-50) onto the piston rod (2-10).
- 11.7 Install the piston (2-20) onto the piston rod and retain with lockwasher (2-80) and hex nut (2-70). One side of the piston has a raised boss in the center that is counterbored to accept an o-ring. This side should be installed against the shoulder of the piston rod. Torque hex nut (2-70) to 146 foot pounds.
- 11.8 Coat the piston U-cup seals (6-10) with lubricant and install into the innermost piston groove. The lips of the seal should point outward toward the side of the piston.
- 11.9 If the M3 jackscrew was removed from the cylinder (3-10) then pre-assemble the M3 into the cylinder (3-10), using the following procedure:
 - 11.9.1 Apply a light coating of lubricant to the threads of jackscrew assembly (3-20).

- 11.9.2 Insert the jackscrew assembly (3-20) through the threaded end of cylinder (3-10). Thread the jackscrew into the cylinder end cap until the end of the assembly protrudes out of the end cap of the cylinder.

- 11.9.3 Turn the jackscrew until the welded nut comes into contact with the inside of the cylinder end cap.
- 11.9.4 Install seal nut (3-30) onto the jackscrew assembly (3-20). Thread the seal nut until it is up against the cylinder end cap.
- 11.9.5 Thread the slotted nut onto the outboard end of the jackscrew stud with the slot facing toward the cylinder end cap. Thread the nut until one of the slots in the nut is aligned with the cross drilled "thru hole" in the stud.

CAUTION: When aligning the slot and the cross drilled hole make certain that the back of the slot is at least one thread from being aligned with the hole.

- 11.9.6 Insert the spirol pin thru the slotted nut and thru the jackscrew stud making sure that equal amounts of the spirol pin is exposed on both sides of the slotted nut and the jackscrew stud.
 - 11.9.7 Turn nut seal until fully tight against end cap.
 - 11.9.8 If desirable, wipe away excess lubricant on jackscrew after operation. If preferred, lubricant may be left on jackscrew to provide additional corrosion protection.
- 11.10 Apply a coating of lubricant to the cylinder threads and the entire bore of the cylinder (3-10).
 - 11.11 Install the cylinder (3-10) over the piston, screwing into the cylinder adapter. Tighten with a chain wrench. Exercise caution to prevent pinching of the piston cup seal lip during installation. It is necessary to depress the seal lip while working the cylinder over it.

12.0 SPRING CYLINDER RE-ASSEMBLY

- 12.1 Install the remaining cylinder adapter gasket (6-70) over the piston rod.
- 12.2 Install the remaining piston rod seal (6-30), lip first, into the cylinder adapter (2-30). The energizer ring of rod seal must face the cylinder adapter (piston side).
- 12.3 Install the cylinder adapter (2-30) over the piston rod and retain with the cylinder adapter ferry head screws (2-90) and gasket seals (6-80). Arrange the cylinder adapter with the single cast stiffening rib on the housing side pointing toward the yoke bore and up at 45 degrees. The location of the port may be different on your actuator depending on plumbing and accessory requirements.
- 12.4 If removed, install pipe plug (2-110) into the cylinder adapter pressure port that is pointing away from the yoke bore and down at 45 degrees.
- 12.5 Install the remaining cylinder adapter o-ring seal (6-40) into the cylinder adapter in the groove at the inner end of the threads.
- 12.6 Install the remaining piston o-ring seal (6-50) onto the piston rod (2-10).
- 12.7 Install the remaining piston (2-20) onto the piston rod and retain with hex lock nut (2-70). One side of the piston has a raised boss in the center that is counter bored to accept an "O" ring. This side should be installed against the shoulder of the piston rod. Teflon insert of locknut (2-70) should rest up against piston. Torque the piston rod hex nut (2-70) to approximately 1,750 in. lbs. or 146 foot pounds.

- 12.8 Coat the remaining piston U-cup seals (6-10) with lubricant and install into the innermost piston groove. The lips of the seal should point outward toward the side of the piston.

- 12.9 Push the piston in towards the housing as far as it will go.
- 12.10 Coat the cylinder threads and the entire cylinder bore with lubricant.
- 12.11 Coat the outside of the spring with lubricant and insert the spring cartridge assembly (5) into the spring cylinder (4-10). One end of the spring cartridge assembly has a flat face with a deep hole in it, this end should be inserted into the cylinder first.
- 12.12 Install the spring cylinder, containing the spring cartridge, over the piston and screw into the cylinder adapter (2-30). Tighten with a chain wrench.
- 12.13 POSITION INDICATOR INSTALLATION
- 12.13.1 For spring to close actuators (clockwise), rotate the yoke to the full clockwise (CW) position. Position the yoke weather cover (6-110) and position indicator (1-110) on the yoke (1-140) with the pointer pointing to the piston rod and perpendicular to the cylinder assemblies.
- 12.13.2 For spring to open actuators (counterclockwise), rotate the yoke to full counterclockwise (CCW) position. Position the yoke weather cover (6-110) and position indicator (1-110) on the yoke with the pointer to the air cylinder (3-10) and parallel to the piston rod (2-10).
- 12.13.3 Install and tighten yoke position indicator/yoke weather cover screws (1-120). These screws will need to be rechecked for tightness after the actuator has been cycled and tested.
- 12.14 Install the stop screws (1-60), stop screw gasket seals (6-90) and stop screw jam nuts (1-70).

13.0 ACTUATOR TESTING

- 13.1 All areas, where leakage to atmosphere may occur, are to be checked using a leak testing solution.
- 13.2 Before leak testing may be accomplished, it will be necessary to provide a piping system whereby pressure may be applied simultaneously to all common pressure ports.
- 13.3 All leak testing will use the nominal operating pressure (NOP) as listed on the actuator nametag or from Chart 1 of this procedure (Page 8). If excessive leakage is noted, generally a bubble which breaks three seconds or less after starting to form, the actuator must be disassembled and the cause of leakage must be determined and corrected.
- 13.4 Before testing for leaks, alternately apply and release NOP pressure to the pressure side of the pistons to stroke the actuator fully. Repeat this cycle approximately five times. This will allow the new seals to seek their proper working attitude.
- 13.5 Simultaneously apply NOP pressure to the pressure port in the end of cylinder (3-10) and to the SR cylinder adapter (2-30).
- 13.6 Apply leak testing solution to the following areas:
- 13.6.1 The breather port in the cylinder adapter (2-30), checks piston to cylinder and piston to piston rod seals.
- 13.6.2 The breather port hole in the end of the SR cylinder (4-10), checks the piston to cylinder wall and piston to piston rod seals.

- 13.6.3 The threaded joint between the SR cylinder (4-10) and cylinder adapter (2-30), checks the cylinder to cylinder adapter o-ring seal.

- 13.6.4 The joint between the cylinder adapter and the housing.
- 13.6.5 The snubber port hole located in the housing, checks the cylinder adapter to piston rod seal.
- 13.7 If an actuator was disassembled and repaired, the above leakage test must be performed again.
- 13.8 Operational Test the actuator to verify proper function of the actuator. This test is to be done off of the valve or when the valve stem is not coupled to the actuator yoke.
- 13.9 Adjust the pressure regulator to the pressure rating indicated in column "B" of chart 1 (Page 8) for the model actuator being tested.
- 13.10 Apply the above pressure to the actuator pressure inlet ports and allow the actuator to stabilize. The actuator should stroke a full 90 degrees travel.
- 13.11 Remove pressure from the pressure inlet ports.

14.0 RETURN TO SERVICE

- 14.1 Install one breather (4-20) in the end of the spring cylinder (4-10).
- 14.2 Install the remaining breather (4-20) into the cylinder adapter (2-30) of cylinder (3-10).
- 14.3 Replace the software components of the snubber (1-190) and then install the snubber into the housing.
- 14.4 Adjust both stop screws (1-60) back to settings recorded in step 5.5 under General Disassembly.
- 14.5 Tighten both jam nuts (1-70) securely, while holding stop screws (1-60).
- 14.6 Re-install any piping and accessories that were removed.
- 14.7 For actuators equipped with a M3 jackscrew override and require an optional handwheel, M3HW, install the handwheel using the following procedure:
 - 14.7.1 Place the handwheel (8-10) onto the welded nut (the handwheel hub has a cast hexagon hole that fits over the welded nut).
 - 14.7.2 Place lockwasher (8-20) onto M3 up against handwheel hub.
 - 14.7.3 Place hex nut (8-30) onto M3 and thread up against lockwasher, torque to 250 foot pounds.
- 14.8 All accessories, including solenoid valves, positioners, pressure switches, etc., should be hooked up and tested for proper operation and replaced, if found defective.
- 14.9 Using a tube of latex window caulk seal all joints that were removed or cut through during disassembly.
- 14.10 The actuator is now ready for returning to service.

K722-SR TOOL STYLE AND WRENCH SIZES

ITEM NO.	WRENCH SIZE	QTY	DESCRIPTION	RECOMMENDED WRENCH STYLE
1-30	9/16"	4	Cover Screws	Socket
1-60	1/2"	2	Stop Screw	Open End or Adjustable
1-70	15/16"	2	Stop Screw Nut	Open End or Adjustable
1-100	7/16"	1	Pipe Plug	Open End
1-120	3/16"	4	Weather Cover Screws	Allen
1-130	7/8"	1	Snubber	Deep Socket
2-70	1-1/4"	2	Piston Rod Lok Nut	Socket
2-90	7/16"	8	Cylinder Adapter Screws	12 Point Socket (1)
2-110	7/16"	2	Pipe Plugs	Open End
3-10	(1)	1	Power Cylinder	Chain (2)
3-30	1-13/16"	1	M3 Seal Nut	Open End or Adjustable
4-10	(1)	1	SR Cylinder	Chain
4-20	11/16"	2	Breather	Open End
8-30	1-11/16"	1	M3 Handwheel Jam Nut	Open End or Adjustable

K732-SR TOOL STYLE AND WRENCH SIZES

ITEM NO.	WRENCH SIZE	QTY	DESCRIPTION	RECOMMENDED WRENCH STYLE
1-30	3/4"	4	Cover Screws	Socket
1-60	7/8"	2	Stop Screw	Open End or Adjustable
1-70	1-5/16"	2	Stop Screw Nut	Open End or Adjustable
1-100	7/16"	1	Pipe Plug	Open End
1-120	3/16"	4	Weather Cover Screws	Allen
1-130	7/8"	1	Snubber	Deep Socket
2-70	1-5/8"	2	Piston Rod Lok Nut	Socket
2-90	1/2"	8	Cylinder Adapter Screws	12 Point Socket (1)
2-110	7/16"	2	Pipe Plugs	Open End
3-10	(1)	1	Power Cylinder	Chain
3-30	1-13/16"	1	M3 Seal Nut	Open End or Adjustable
4-10	(1)	1	SR Cylinder	Chain (2)
4-20	11/16"	2	Breather	Open End
8-30	1-11/16"	1	M3 Handwheel Jam Nut	Open End or Adjustable

(1) No alternate style recommended

CHART 1**PRESSURE REQUIREMENTS & LIMITATION****FOR MODELS K722-SRXX & K732-SRXX**

<u>ACTUATOR MODEL *</u>	<u>NOMINAL OPERATING PRESSURE (NOP)</u>	<u>MAXIMUM OPERATING PRESSURE (MOP)</u>	<u>MAXIMUM ALLOWABLE WORKING PRESSURE</u>	<u>MAXIMUM AIR ASSIST PRESSURE (MAAP)</u>	<u>COLUMN B SPRING SELECTION PRESSURE</u>
K722-SR40	40	105	125	44	33
K722-SR60	60	115	125	29	49
K722-SR80	80	130	150	17	64
K722-SR100	100	145	175	3	80
K732-SR40	40	160	200	125	31
K732-SR60	60	175	200	108	50
K732-SR80	80	190	225	98	61
K732-SR100	100	200	225	85	75
K732-SR125	125	220	250	69	93
K732-SR150	150	235	250	53	111

* Includes actuator models that have -M3 and -M3HW included in their model numbers, i.e., K732-SR60-M3.

<u>ECN</u>	<u>DATE</u>	<u>REV</u>	<u>BY *</u>	<u>DATE</u>	
Released	March 30, 1992	A	COMPILED	O. K.	30 March 1992
			CHECKED	B. C.	30 March 1992
			APPROVED	RMM	30 March 1992

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