The Series 265NR PRECISOR® II Pneumatic Positioner is used for pneumatic valve actuators by means of pneumatic controller or control systems with an output signal of 3 to 15 psi or split ranges.

FEATURES
• Perform 1/2 split control without any other substitutes.
• Easy to adjust zero and span.
• Easy to convert from Reverse Action to Direct Action or vice versa.
• Easy to protect from hunting effect by using output orifice in small size actuator.
• Easy feedback connection.
• Fast and accurate response.
• Low air consumption.
• Easy installation.
• Designed as block build structure for maintenance and repair.
• Proved the reliability through over 500,000 times of Repeat Test and Vibration Test.
• Superior anti-corrosion by special surface treating.

OPERATING PRINCIPLES
Increase the input signal to change lift position of valve. Force exerted by (1) Torque Motor reduces Nozzle Back Pressure with increase in gap between between (2) Flapper and (3) Nozzle. Then (5) Spool moves upward and the seat opens simultaneously. Air pressure of OUT1 pipe is discharged to (10) Actuator. As pressure in the actuator chamber goes up, (12) Actuator Stem start to move. The movement of (12) Actuator Stem exerted force to the (a) Feedback Spring through Feedback Shaft connections. Then (10) Actuator will stop at the point of force balance exerted by the input current signal and the feedback spring.

SPECIFICATIONS
Input Signal: 3 to 15 psig (0.2 to 1 bar).
Material: Aluminum diecasting.
Air Supply: 20 to 100 psig (1.4 to 6.9 bar).
Air Supply Connection: 1/4” NPT.
Gage Connection: 1/8” NPT.
Linearity: ±2% of FS.
Hysteresis: 1% of FS.
Sensitivity: ±0.5% of FS.
Repeatability: ±0.5% of FS.
Air Consumption: 0.10 scfm (3 LPM) at 20 psig (1.4 bar) supply.
Flow Capacity: 28 scfm (80 LPM) at 20 psig (1.4 bar) supply.
Stroke: 0 to 90°.
Enclosure Rating: IP66.
Operating Temperature: -4 to 160°F (-20 to 70°C).
Weight: 3.1 lb (1.7 kg).
**ADJUSTMENT PROCEDURE**

**Zero Adjustment** - Set input signal to the Stroke starting signal (3 psi) then turn the zero adjuster clockwise or counterclockwise. In case of spring actuator, check if it is set to standard pressure in zero psi) then turn the zero adjuster clockwise or counterclockwise. In case of spring actuator, check if it is set to standard pressure in zero psi. If not, repeat zero adjustment.

**Span Adjustment** - Turn and adjust span adjustment screw so that indicator reaches at final stroke point by final input signal. Check zero point and repeat zero span adjustment. 1/2 split range can be used by zero and span adjustment. After setting, tighten up lock screw of span adjustment.

**Auto/Manual Switch** - This is a switch for changing auto and manual. Shipped products are set for auto. To use manual operation, turn A/M switch counterclockwise. In manual operation, the pressure of a Series AFR Air Filter Regulator connects to actuator. After using, return switch to “A”. Not available for single acting - OUT2 and double acting.

**Seat Adjuster** - No need to adjust in the field because seat adjuster is to be adjusted before shipment for balanced pressure point of output pressure. Seat adjuster is always used for double-acting. If need to change balanced pressure point of output pressure, use seat adjuster. If the sensitivity is poor because of the actuator type of load condition, turn the seat adjuster screw clockwise. (The amount of turning varies by actuators. Do not loosen the stopper screw at this time since it is set to avoid the screw coming off.)

**AIR PIPING CONDITIONS**

Fully purge the pipe to remove foreign matter. Use a clean air supply fully removed of humidity and dust. Use a Series AFR filter regulator to keep supply air pressure constant. When using the double acting type as the single acting type, blind either OUT1 or OUT2 and also remove the pressure gauge to close its connection.

**MAINTENANCE**

If the supply air is fouled, the positioner may not operate normally. Periodically check the compressed air cleaning system and make sure that clean air is always supplied. When disassembling the pilot valve, coat grease to the O-ring of the sliding section. When the fixed orifice is clogged with the carbon particles or others, remove the pilot valve auto/manual changeover screw (built-in fixed aperture) and clean it by inserting a 0.2 mm wire into the aperture. If it must be cleaned, clean it by inserting a 0.2 mm wire into the aperture. When disassembling the pilot valve, check the positioner once a year. Treatment at an early stage is especially important if the positioner is used in severe environments, like coastal areas.

In the unlikely event the 265NR Series Positioner should fail, the unit can be returned to the factory for warranty repair if the warranty period has not expired. Contact our customer service department for a return goods authorization (RGA) number and to setup the return.

**WARNING:** Do not apply large vibration or impact to the positioner. The positioner must be handled very carefully during transportation and operation. If the positioner is used at temperatures outside of the specification, the sealing materials deteriorate quickly and also the positioner may not operate normally. Use clean supply air fully removed of humidity and dust. Do not remove the terminal cover at a dangerous position during power conduction. Be sure that the positioner may not operate normally.

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