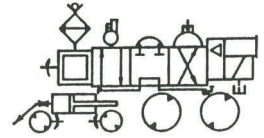


# PVT 11



## Hydraulic Mechanism for Weight-Responsive Retarder



“An Employee Owned Company”



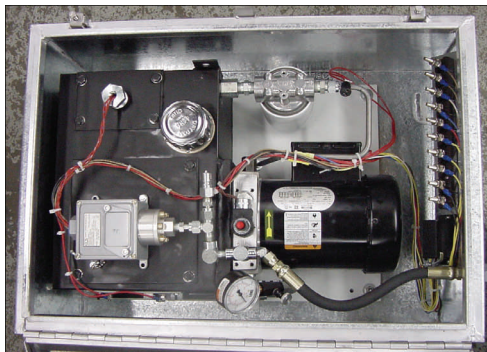
You can use this simple PVT 11 mechanism to operate single-rail weight-responsive retarder, like GRS Types F4 and F5 and US & Type 50B, for spotting cars or skate in yards of any size. Each compact mechanism (only 22” wide, 30” long, 14” high) drives up to 14 rams, under computer or manual control.

You can bury the rugged PVT 11 pump unit in ballast near the retarder and mount the field-control relays and motor starter in any convenient instrument housing. These PVT 11 mechanisms are not only out of the way, they’re so tough and nearly maintenance-free that you could come close to forgetting them.

Here’s your normal maintenance:

Just check the fluid level, roughly once a month. After four years, pull the pump unit into the shop (owing to its light weight and quick disconnects, one man can change it out in about three minutes).

### Rugged and Reliable for long, trouble free service



Change the fluid and throw-away filter, and you’re ready for another four years of reliable service.

The ruggedness and long life of PVT 11 are due to sound design and field-proven components. Virtual zero-leak valve that holds full system pressure for a day without power. Displacement-type rams eliminate rust and internal scoring and are designed to last more than a 1/2 million cycles to provide a tough and dependable unit with nearly maintenance-free operation.

With advantages like these, the PVT 11 mechanism for GRS Types F4 and F5 weight-responsive car retarder will give you economical service with a life expectancy of over 20 years. For new installations and as replacements on existing retarder, specify **PVT 11**.

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## FEATURES:

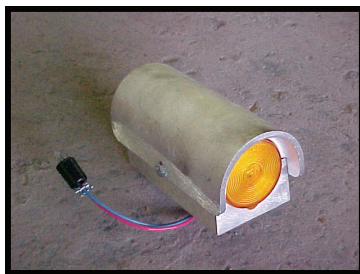
- \* Quick-disconnect on hydraulic and electric lines. Unit may be changed out in less than three minutes.
- \* Pressure switch adjustment and fluid fill located on top of unit for easy access.
- \* Positive indication of retarder condition (open or close) is assured with aircraft quality pressure switch.
- \* Automatic float switch will shut system down in event of fluid loss.
- \* Low leak type control valve will retain full system pressure for minimum of 12 hours after power failure.
- \* Indication circuits are electrically separate from control circuits so that any (indication) voltage may be used.
- \* Self-contained 30-Watt heater assures trouble free performance during extreme cold weather; prevents condensate accumulation in housing.
- \* Optional external indicator is plug connected, uses readily available lamp units (automotive type).
- \* Units require electric service only; no compressed air; no long hydraulic lines.
- \* Two (2) lifting bails conveniently located on top for easy handling.
- \* Rugged housing is hot dip galvanized, has extra heavy top to withstand weight of personnel standing on lid.
- \* Units designed to be maintained in the shop, NOT on the ground in the field.
- \* Normal maintenance: Check fluid level monthly (or less often); cycle unit through shop on four (4) year basis at which time replace fluid and change throwaway filter cartridge.

The external indicator shows when the controlled retarder is open. This feature minimizes the possibility of “pulling” the wrong track. The indicator is visible several hundred feet in bright daylight and is normally furnished with amber lens.

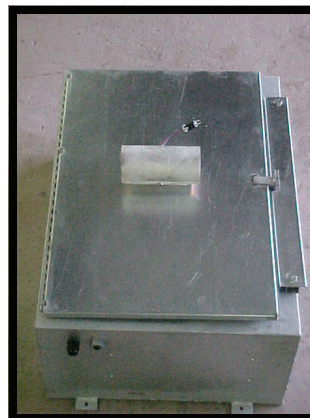
Motor starter should be located in a convenient nearby instrument housing, with any additional field control relays required.

Pump unit should be located near operated retarder; housings are designed for burial in ballast without fouling walkway.

Light assembly optional.



**1L-2 Lamp Assembly**  
(enlarged)



**PVT 11**