



# PRODUCT BULLETIN

## Pressure Differential Switch

### DESCRIPTION

The ZF Pressure Differential Switch is designed to monitor the differential pressure in split braking systems of large heavy duty machines. It is a replacement for automotive style switches that tend to give false warning when used in high pressure applications. The switch is typically connected into the front and rear portions of the service brakes. Should the pressure in one side of the split system be significantly lower than the other side, the switch can be used to warn the operator with an audible or visual alarm. Once activated, the switch will stay on until the pressure differential is released.

If continuous warning is desired a self-hold relay can be wired into the electrical system. The warning device will be de-energized when power is cut to the relay, such as turning off the ignition switch. The piston type switch is normally open and isolated (not internally grounded) and designed for use in mineral base hydraulic oil systems. The switch set point is factory set and non-adjustable for maximum tamper resistance.

### BENEFITS

- Long switch life due to moisture resistant insulators
- Conductive properties of silver contacts are not significantly compromised by corrosion or oxidation
- Spring centering (auto reset) design reduces false warnings caused by temporary high pressure differentials

### SPECIFICATIONS

Pressure differential (set point)..... 13.8 bar to 27.6 bar  
(200 PSI to 400 PSI)

Maximum pressure ..... 206.8 bar (3000 PSI)

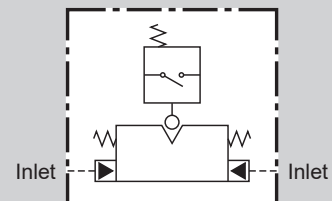
Contact form ..... single-pole, single-throw (SPST)  
normally open, not internally grounded

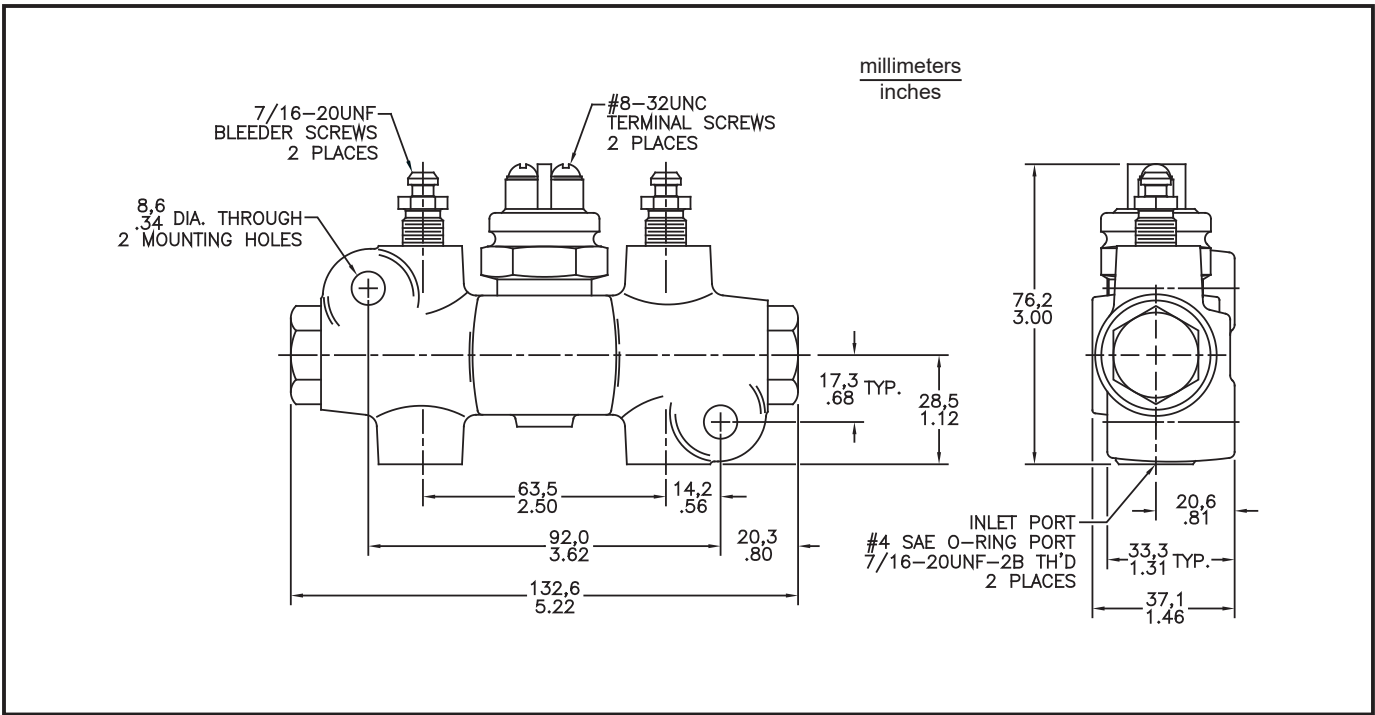
Current rating..... 35 A @ 12 Vdc (resistive)  
20 A @ 24 Vdc (resistive)

Fluid type ..... mineral base hydraulic oil



### Symbol





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