

Performance Assurance

Air Tool and Air System Inspection/Diagnosis

Air Tool Inspection

- Inspect the air tool.



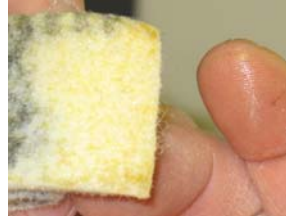
- Is the tool's air inlet clean?



- Is the tool's exhaust (muffler/silencer) clean?



- Has the motor been oiled?



This silencer shows evidence of oil.



This air motor received "Last-Rites Oil."

Notice, the puddle of oil appears clean.

- Can the tool's spindle be turned by hand?



"The spindle won't turn." This usually indicates broken vanes.

Generally, broken vanes indicate that the motor has not been oiled regularly.

Air System Check

Tachometer

- Affix a 1/2" (12 mm) square piece of reflective tape to the tool's spindle or pad.
- Aim the Laser Pointer at the reflective tape and run the tool. (Operational distance: 2"/50 mm to 20"/500 mm)
- Read RPM. (Notice: Refer to User's Manual for more detailed instructions.)

PSI Gauge

- Connect Air Gauge and air supply hose to the air inlet of the tool.
- Run the tool and adjust air supply pressure to 90 PSIG (6.2 Bar).

Condition of Coupler and Plug

- Check for wear or damage to coupler and/or plug.
- Can the I.D. of the plug supply enough air to the tool?

Condition of Air Hose

- Check to see if the hose is frayed or cracked? (see "Cost of an Air Hose Leak" on reverse side)
- What is the length of the hose?
- Match length and I.D. of hose to air requirement of tool.
- Is there a hose reel?

Condition of Air Hose (Continued)

- How many coupler connections exist from the drop to the workbench?
- Are there any "T's" or a manifold at the workbench?
- How can Dynaswivel® prolong the life of the hose?

Filter-Regulator-Lubricator

- FRL – is it present? If yes, is it working?
- Filled with oil? Set for proper lubrication?
- What type of oil? (Weight, Non-detergent vs. Detergent – Notice: Non-detergent oils contain little to no solvents. Air Tool Oils with "conditioner" usually contain solvents. Example: Both Marvel® Air Tool Oil and Marvel® Mystery Oil contain mineral spirits, a common solvent used as paint thinner.)
- Are there reducer bushings being used to connect the air supply to the FRL?
- What size is the fitting connecting the FRL to the air line that is supplying the air to the workbench?
- Are there any "T's" or manifolds coming directly off the FRL?
- What material is the pipe that is carrying the air supply? Black Iron?

