BBS TECHNICAL SERVICES

Increasing safety and efficiency through education and service.

January Special Bulletin 2015

RE: Lubricator Filters

Are you aware of the importance of the Lubricator Filter?

The lubricator filter is responsible for lubricating the entire arch system. If it is not functioning properly or is empty you risk damaging your cylinders and master valves.

- Your system has an on/off knob which can be locked on but not off to ensure it is not accidentally bumped off during use.
- It has a filter which collects all the water and dirt brought in by the plant air line so it does not infiltrate your arch system.
- The air regulator regulates the pressure coming into the machine.
- The lubricator oils the entire arch. A dial ensures you have the correct amount of oil for every cycle of the master valves.
- The check valve retains the air pressure in the arch system for a short time if air pressure is accidentally cut off from the machine.

Tips to ensure the lube filter is doing its job:

- Ensure the lube bowl is full of air tool oil before you start your shift.

1144 Village Way • Monroe, WA 98272 • USA
800.621.7856 • fax:360-805-2521 • cell: 425.686.5252
Web: www.brickingsolutions.com E-MAIL:stacey@brickingsolutions.com

BBS TECHNICAL SERVICES

Increasing safety and efficiency through education and service.

- Be sure you change the air tool oil every outage to ensure the oil is clean and fresh.
- Be sure you are getting the correct drops in the clear dial (2-3) every time you cycle the master valves. If you have too many drops you will suffocate the system and oil will blow out of the mufflers. If you have too little your cylinders at the bottom of the arch will be ran dry. (you don't want this!)
- An easy way to tell is to bleed out the arch while it is pressurized before and after each shift. There are bleeders at the bottoms of each arch panel.
    - If you open the ports and get nothing but air, you are most likely running the cylinders dry. To correct this dial the drops up one and cycle about 20 or more times. It will take a while to get the oil down to the bottom cylinders so don't expect oil to be coming out of the bleeders immediately.
    - If you get a lot of oil coming out of the bleeders, dial the drops down one and cycle 20 or more times to get the excess oil out of the system.
    - What you want is a fine mist with a little oil.
- The bleeders also should be bleed before each shift to ensure no condensation has built up in the hose and is being cycled into the system.

Not having enough oil in your system causes premature failures of the o-rings in the master valves, which are repairable, and breaks down the o-rings in the top of the cylinders, which are not repairable. Since this is a crucial component it is prudent to have a spare on hand if an emergency arises.

There is much more to learn so if you are interested in having your crew trained on proper maintenance please let us know. If you have any questions about this bulletin please let me know.
If you no longer want to be on this informational email list send us a request and I will remove your name.

January 28, 2015 to be emailed January 30, 2015

1144 Village Way • Monroe, WA 98272 • USA
800.621.7856 • fax:360-805-2521 • cell: 425.686.5252
Web: www.brickingsolutions.com E-MAIL:stacey@brickingsolutions.com