



## The **GSW** Linear Parts and Scrap Transporter (Powerspeed)

### **Summary of Adjustment and Settings**

The Transporter works on the basis of a difference in speed between forward and reverse stroke movements. The stroke performed by the Powerspeed in the conveying direction is slower than that in the opposite direction. This produces a transport action by static friction during the forward stroke. The reverse stroke should be fast enough that the material being transported retains its effective position in space. In this phase the tray is pulled back under the material (overcoming the friction).

The conveying direction should always be in the direction of the air connection.

The reverse stroke (opposite the conveying direction) is regulated with the throttle screw. It should be strong enough to overcome the surface friction, there-by pulling the tray(s) out from under the parts and maintaining the location of the parts in space. To increase the power, turn the throttle screw counter clockwise until the optimal function is attained. The percussion power of the Transporter can also be adjusted by increasing the air pressure at the filter-lubricator-regulator unit. The throttle screw setting should not allow the Powerspeed to hammer (hit the internal shock absorbers with extreme force).

The exhaust air for the forward stroke (in the conveying direction) is regulated with the knurled screw with integrated muffler. This adjustment controls the speed at which the parts are conveyed away from the die. The setting should be such that the parts being transported are carried forward during the tray movement. Turning the knurled screw counter clockwise lets the tray move faster (not letting parts regain friction) and clockwise slows the tray down (the tray must move fast enough to allow the mechanical valve to be activated to shift direction of stroke – failure to shift may cause the transporter to stall) in the conveying direction so the part can move with the tray. Caution – don't overturn the knurled screw in the clockwise direction or you could damage the O-ring in the integrated muffler.

Note: Each transporter must have an FRL unit installed (higher than the transporter) and within 10ft of the air connection. The airline must be of a non-rusting material (see section 5.0 of operator manual for correct size). The FRL must be filled with Schrader Bellows F442 oil or equivalent. (Use petroleum based oil of 100 to 200 SSU viscosity at 100 degree F with an aniline point greater than 200 degrees F). The FRL must be set to deliver one (1) drop of oil every two (2) minutes and must not exceed 70-PSI.