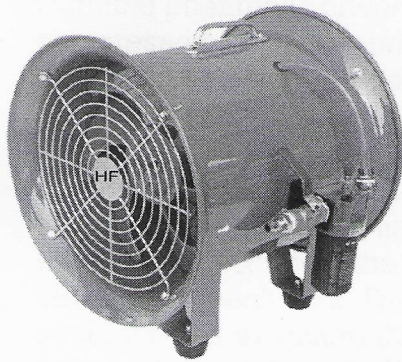


Ventilation Solutions



Pneumatic Ventilation Fan

This high performance 12-Inch (300mm) and 16-Inch (400mm) pneumatic fan is the right choice for your high volume ventilation needs. Special features include, high static pressure 8 Blade Impeller (P.A G non-sparking), rugged design steel housing assuring long product life cycle (Stainless steel housing available), using a 1.5HP Air Motor that is low maintenance and fitted with a Filter, Regulator, Lubricator. A sure grip handle make setup and operation fast and easy. Four large non-slip rubber feet assure solid footing on slippery surfaces. Use as blower or exhauster. Designed by one of the foremost fan engineers in the world. Rated operating pressure 40-100PSI and tested to AMCA standards 210. KM Pneumatic ventilators equalled or exceeded the air flow of competitively manufactured air ventilators.

Specifications

MODEL: 300MM

12-Inch Pneumatic Ventilation Fan

Free air: 70m³/min
Weight: 13.5KG
Max. Pressure: 100 PSIG(7Bar)
Max RPM: 3000

Specifications

MODEL: 400MM

16-Inch Pneumatic Ventilation Fan

Free air: 95m³/min
Weight: 16.5KG
Max. Pressure: 100 PSIG(7Bar)
Max RPM: 3000

OPERATION AND MAINTENANCE MANUAL

Portable pneumatic driven ventilator was specially designed for marine, offshore, industrial and hazardous locations. This is used in ventilating enclosed spaces containing volatile atmospheres such as large tanks and vessels. The blower comes with auto drain filter/regulator/lubricator.

OPERATION

Portable pneumatic driven ventilator should be operated on clean compressed air. Maximum operating pressure is 100 psig / 7 bar. The unit is not design to be operated on steam or gases. The inlet connection is 3/8" and the universal two claw air hose coupling is 1/2"

If the fan blades operate sluggishly, flush the air motor with a clean, non-toxic, nonflammable commercial solvent in a well ventilated area. To flush the motor, disconnect the air inlet and outlet couplings, and pour 4 or 6cc solvent into each inlet. Rotate the rotor shaft by hand in both directions several times to assure that all the internal parts are thoroughly cleaned. Attached the air hose to the inlet and while keeping your face away from the exhaust air, slowly increase the air flow until there is no trace of solvent in the exhaust. After flushing, shut off the air supply and disconnect the air hose. Pour 4 or 6 cc of high detergent SAE10 motor oil into the air inlet side of the motor, and reconnect the air supply line and muffler. Increase the air flow slowly so that the internal parts of the motor will be covered with a film of oil.

If the motor is still low in power, check for damaged vanes or foreign materials in the vane slots in the rotor.

MAINTENANCE

Cleaning of the guards and impeller is required. A build up of dirt on the impeller may cause it to become unbalanced and vibrated.

Always check the oil level and top up with ISO-VG32 or similar lubricants if necessary.

If there are any foreign materials in F.R.L. unit, please remove it. Otherwise the water will get choke and flow into the lubricator, thus make the oil milky and murky. It will further damage the air motor, causing the rotor to jam.

TROUBLE SHOOTING GUIDE

TROUBLE	PROBABLE CAUSE	SOLUTION
Lower power or low free speed	Low air pressure at the inlet	Check air pressure at air inlet. No leak in air hoses. For top performance and durability of parts, the air pressure must be 90 psig at the inlet.
Lower power or low free speed	Worn or broken vanes	Install a new set of vanes.
Lower power or low free speed	Leaks found at end or front drive plates	Change a new set of gaskets. Secure the plates firmly.
Lower power or low free speed	Improper lubrication or dirt building up in the motor	Lubricate as instructed. If this does not help, flush the motor as instructed under OPERATION.
Rough operation	Worn or broken rotor bearings	Examine each bearing. Install new bearing where necessary.
Scoring of end plates and/or cylinder	Rotor does not have proper clearance	Assembly of motor.

