

SHOCK ADJUSTMENT



Intro:

Shock adjustment is very important inside the wash tunnel, failure to have shock adjustment set properly could cause you go through shocks faster than you should be. The average Z-wrap shock when properly adjust should last around 50,000 cars.

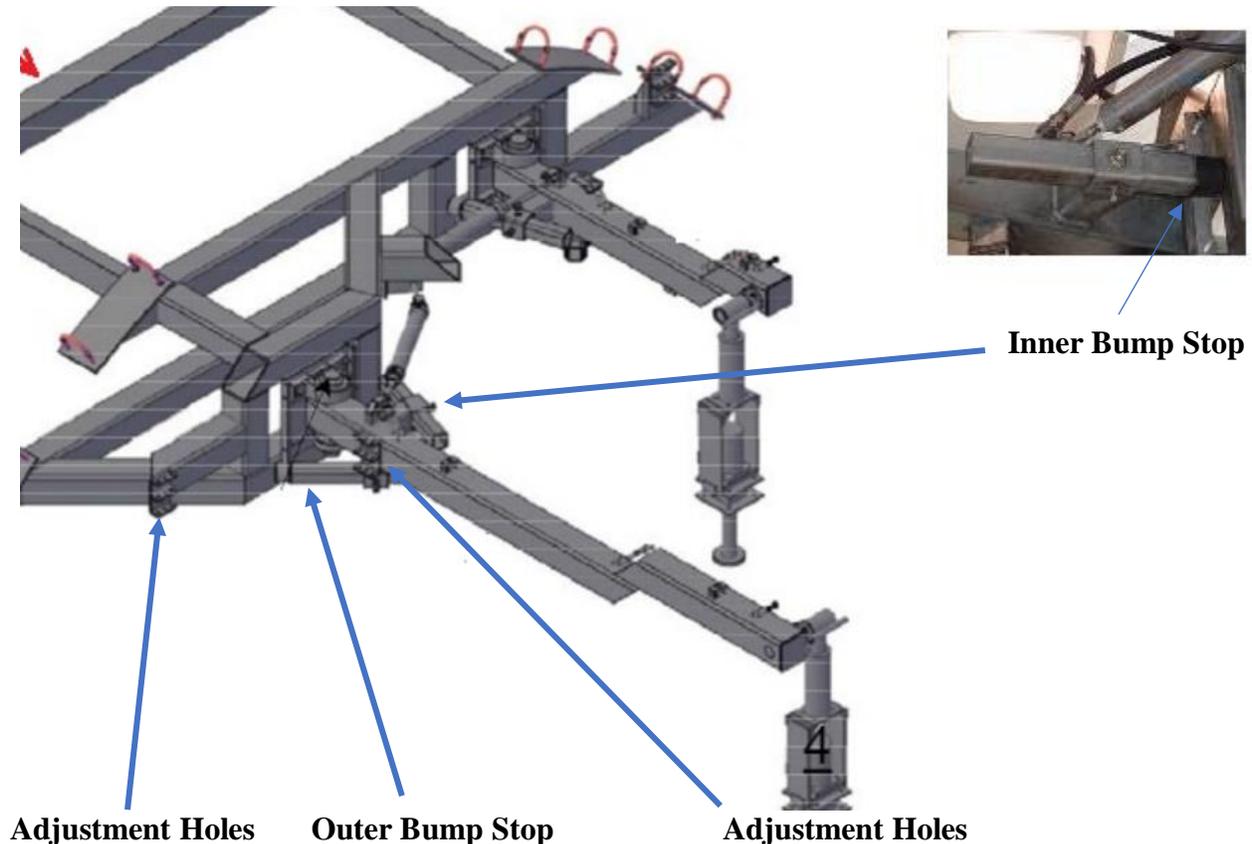
Bad shocks = decreased cleaning and decreased equipment optimization.

How to tell if a shock is bad

- Look for fluid to be dripping out of the shock between where the two halves meet
- Check that the shock pushes in smoothly with some resistance and also pushes itself fully back out in a smooth motion.

How to adjust the shock

- Shocks are adjusted by using a combination of the wrap bump stops, and the mounting pin adjustment holes, it is important when adjusting the shock that you keep in mind it should never compress fully in, nor should it extend fully out.



- If your shock is compressing in too far, you may try to adjust it using the adjustment holes, but if you don't have enough adjustment check for the wrap to be over centerline, this indicates that the inner bump stop is not set properly, adjust the inner bump stop so the wrap sits on the center line but not past it.



Center Line

- If your shock is over extending you may want to check for the wrap to be pushing back too far off the edge of the conveyor, the wrap core should sit just on the outside of the conveyor when you push it back by hand. If the wrap is going too far past this could cause premature shock damage.

Summary:

The number one cause of shock failure is failure to have it properly adjusted, if you notice your going through shocks too fast be sure to check that the shock never bottoms out or hyperextends. When properly adjusted the shocks play a crucial role in the wash and optimizing equipment to meet our standards.