DBS-CG1-F BANDING TOOL CALIBRATION FIXTURE

DANIELS MANUFACTURING CORPORATION
DATASHEET

SEE PAGE 4 FOR IMPORTANT INFORMATION CONCERNING LIMITED WARRANTY, AND LIMITATION OF LIABILITY.

INTRODUCTION

The DBS-CG1-F is a locating fixture for use in the calibration of DBS-1100 and DBS-1200 (Section 2.0) and PBT1100 and PMBT1200 (section 3.0) banding tools with the DBS-CG1 gage. (Reference individual tool Datasheets for additional information).

1.0 CHECKING TOOL CALIBRATION

1.1 Setup Fixture as shown on page 2.

1.2 Place the banding tool calibration gage (P/N DBS-CG1) into the fixture so that the dial of the gage is facing the operator as shown in Figure 1.

1.3 Place the cam handle in the locked position.

1.4 Make sure that the "-15" adaptor plate is installed in the tool. The "-15" adaptor plate is used with the DBS-1100, DBS-1200, PBT1100 and PMBT1200 tools.

1.5 Insert a piece of unused banding material 3 to 4 inches long through the adaptor plate until it passes beyond the teeth of the gripper jaws and stops. Check engagement of band by pulling on it a few times.

1.6 Insert the other end of the band into the nose of the banding tool until engaged, then activate tool until nose is just snug in adaptor.

1.7 Lock tool into fixture using front & rear clamps and rear guide block as shown in in Figure #1.

1.8 Activate the banding tool as described in tool Datasheet. Activate tool until tool reaches maximum tension (see tool Datasheet).

1.9 Read the position of the indicating needle on the gage. This value represents the maximum tension in lbs. of the tool for that pull. Tool calibration should be 150±10.0 lbs. for the DBS-1100 and PBT1100, and 76±10.0 lbs. for the DBS-1200 and PMBT1200. Should tool calibration be incorrect, proceed to Section 2.0 DBS-1100 or DBS-1200, or Section 3.0 PBT1100 or PMBT1200, but only after completing this Section 1.0.

1.10 Release the pressure of the gage by slowly moving cam handle to the release position and the gage needle reads zero.

1.11 Unclamp the tool from the fixture by unlocking the front & rear clamps and removing rear guide block.

1.12 Push the gripper jaws cam lever clockwise then pull the band from the fixture

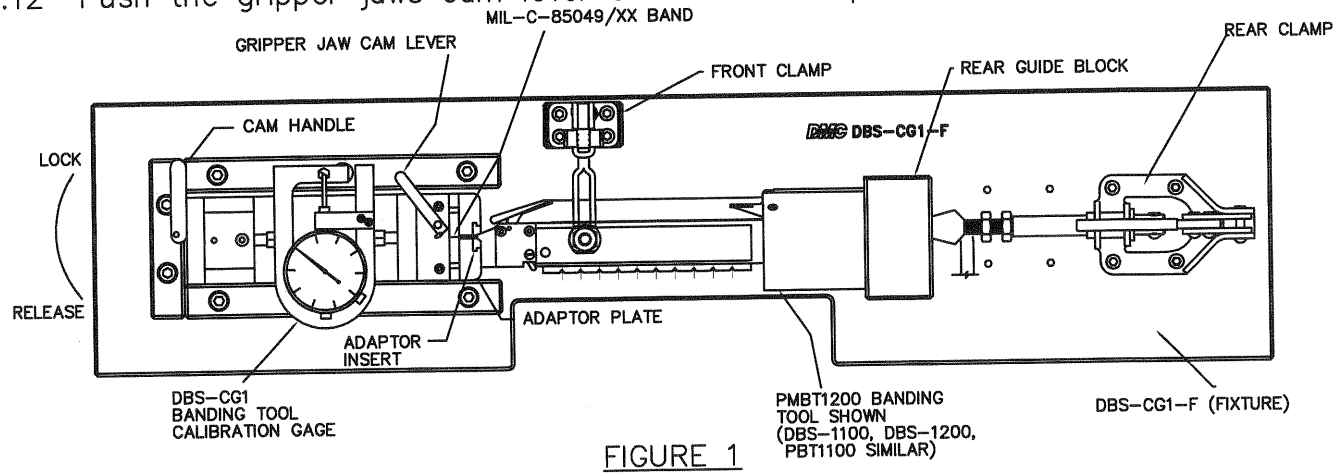

FIGURE 1

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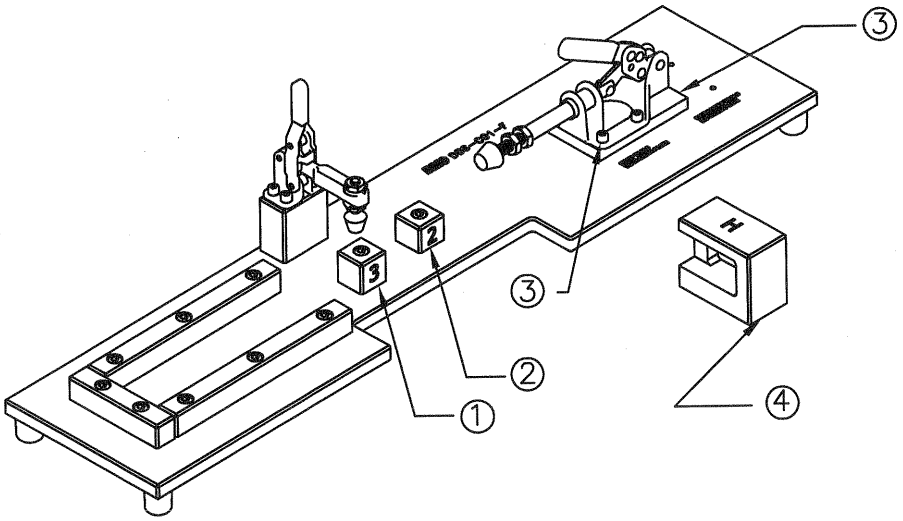
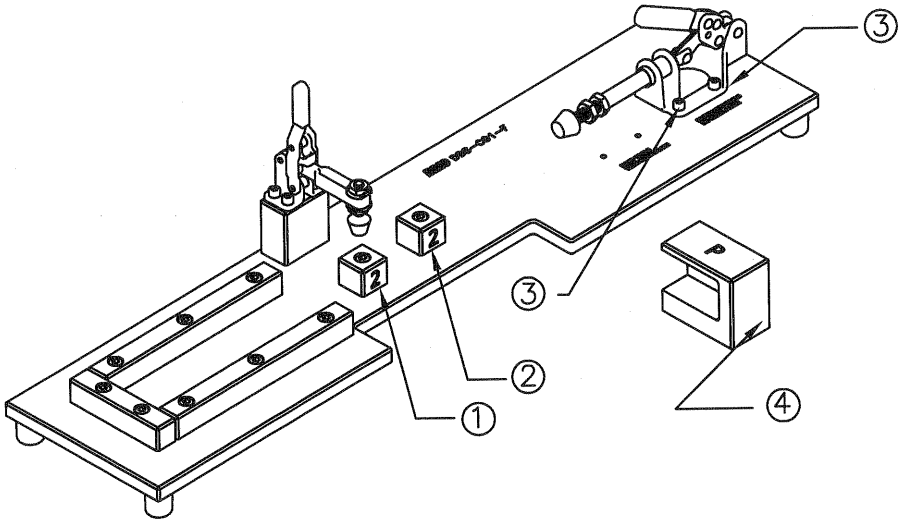
FIXTURE SETUP



Fixture Setup for Hand Tools:
1. Front Block–Use Block marked with (3)
2. Rear Block– Use Block marked with (2)
3. Rear Clamp–Use riser plate, mounted in FORWARD hole set
4. Rear Guide Block–Use block marked with (H)



Fixture Setup for Pneumatic Tools:
1. Front Block–Use Block marked with (2)
2. Rear Block– Use Block marked with (2)
3. Rear Clamp–DO NOT Use riser plate; mount in REAR hole set
4. Rear Guide Block–Use block marked with (P)

2.0 ADJUSTING TOOL CALIBRATION (DBS–1100 or DBS–1200)

2.1 Remove adjustment cover screws and adjustment cover with a 3/32" hex wrench (see Figure 2).
2.2 Adjust tool calibration with adjustment wrench (P/N DBS–1100–32). To increase tension, turn adjustment screw clockwise. To decrease tension, turn adjustment screw counterclockwise (see Figure 3).
2.3 Check adjustment calibration as described in section 1.0.
2.4 If adjustment did not bring tool within proper calibration, repeat steps 2.1 through 2.3 until calibrated correctly.
2.5 Replace adjustment cover and adjustment cover screws.

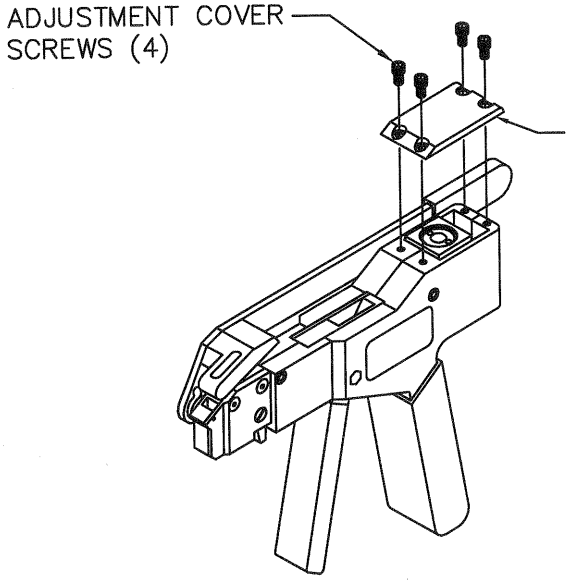


FIGURE 2

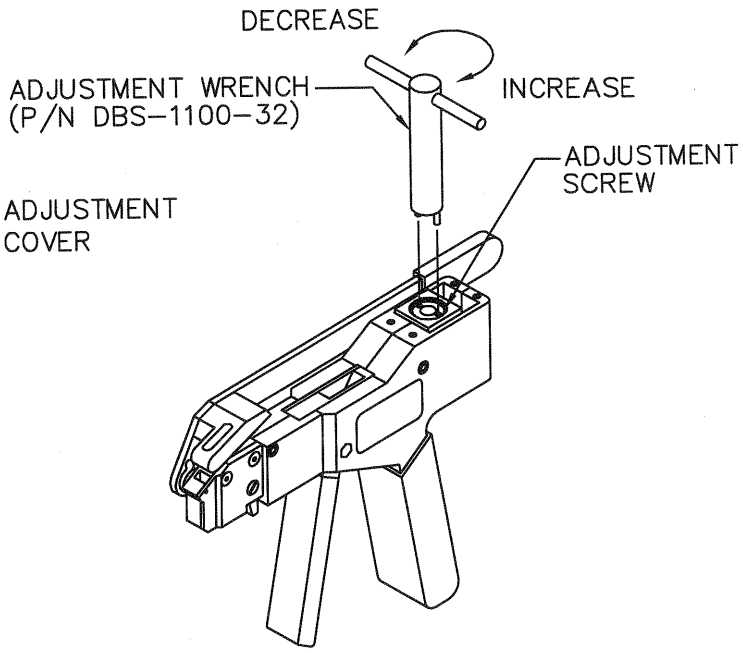


FIGURE 3

3.0 ADJUSTING TOOL CALIBRATION (PBT1100 or PMBT1200)

3.1 Set input air supply to 90–120 psi (6.2–8.3 BAR).
3.2 Adjust regulator subassembly (see Figure 4) through adjustment access hole using a flat blade screwdriver – clockwise to increase reading and counter–clockwise to decrease reading.
3.2 Check adjustment as described in Section 1.0.

3.4 Reading on regulator subassembly should fall within green range of pressure gage when banding tool calibration gage of DBS–CG1 is reading correct tension value.

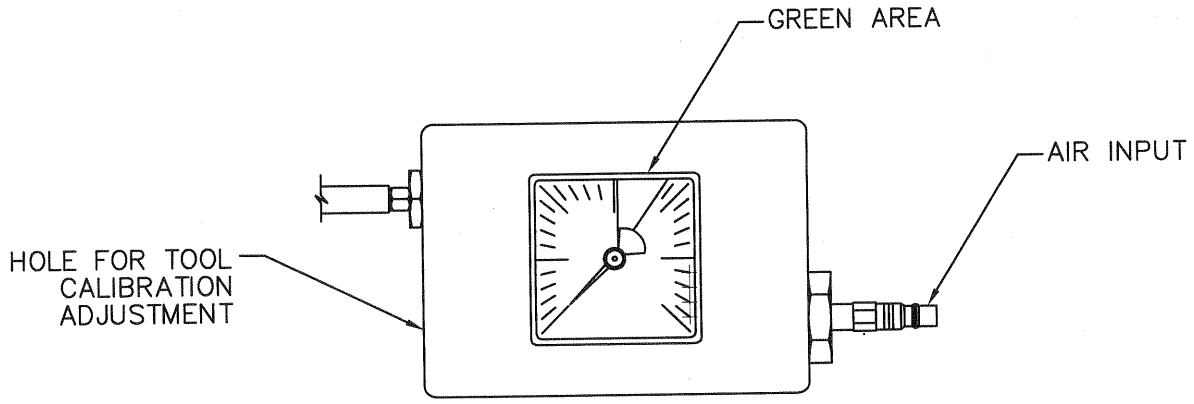


FIGURE 4

DMC offers complete refurbishing and recalibration services.

DMC specially engineers and manufactures complete tool kits to satisfy individual customer requirements, such as total aircraft support, general shop maintenance or production, on board ship and vehicle service, etc.

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