

## TROUBLESHOOTING

	<b>SYMPTOMS</b>	<b>CAUSES</b>	<b>REMEDIES</b>
<b>WHEN COMPRESSOR CAN BE STARTED</b>	Flywheel rotation in wrong direction	Incorrect connection of motor terminal	Re-arrange terminal connection.
	Overheating of bearings	<ol style="list-style-type: none"> <li>1. Insufficient lubrication.</li> <li>2. Bad lubrication system.</li> <li>3. Crankshaft bearings too tight.</li> </ol>	<ol style="list-style-type: none"> <li>1. Add lubrication oil.</li> <li>2. Remove and examine the system.</li> <li>3. Readjust load on bearings.</li> </ol>
	Flywheel rotation slows down	<ol style="list-style-type: none"> <li>1. Heavy lubrication oil.</li> <li>2. Drop in voltage.</li> <li>3. Belts slipping.</li> </ol>	<ol style="list-style-type: none"> <li>1. Refill with lighter lubrication oil.</li> <li>2. Contact power company or install a transformer.</li> <li>3. Tighten belts</li> </ol>
	Severe vibration	Bent crankshaft	Remove & Replace
	Abnormal noise	<ol style="list-style-type: none"> <li>1. Loose valve assembly.</li> <li>2. Piston hits cylinder cover.</li> <li>3. Worn connecting rod bearing.</li> </ol>	<ol style="list-style-type: none"> <li>1. Tighten valve bolt and lock nut.</li> <li>2. Check piston &amp; rod assembly for excessive wear.</li> <li>3. Replace bearing.</li> </ol>
	Pressure cannot be built up or only up to a certain extent	<ol style="list-style-type: none"> <li>1. Worn valve plate.</li> <li>2. Valve springs have lost their temper.</li> <li>3. Dirt on the valve plate.</li> <li>4. Leaks from safety valve.</li> <li>5. Leaks from bolt holes.</li> <li>6. Uneven valve seat surface.</li> <li>7. Excessive blow by on piston rings.</li> <li>8. Bad packing (gasket too thick).</li> <li>9. Excessive air leaks.</li> </ol>	<ol style="list-style-type: none"> <li>1. Repair or replace valve plate.</li> <li>2. Replace valve springs.</li> <li>3. Remove and clean it.</li> <li>4. Repair or replace safety valve.</li> <li>5. Tighten the nuts even with packing.</li> <li>6. Remove and lap the surface.</li> <li>7. Replace with new ones</li> <li>8. Replace packing (gasket).</li> <li>9. Eliminate air leaks.</li> </ol>
	Inaccuracy of pressure gauge	Pressure gauge damaged.	Replace.
	Excessive oil consumption	<ol style="list-style-type: none"> <li>1. Worn piston ring</li> <li>2. Worn piston.</li> <li>3. Worn cylinder.</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace.</li> <li>2. Replace.</li> <li>3. Replace.</li> </ol>
	Slipping of belts	<ol style="list-style-type: none"> <li>1. Working pressure too high.</li> <li>2. Improper belt tension.</li> <li>3. Worn belt.</li> </ol>	<ol style="list-style-type: none"> <li>1. Lower working pressure.</li> <li>2. Adjust belt tension.</li> <li>3. Replace with new ones.</li> </ol>
	Overheating of electric motors	<ol style="list-style-type: none"> <li>1. Overloading of motor due to excessive working pressure (higher than stipulated pressure).</li> <li>2. Burnt piston.</li> <li>3. Burnt bearing metals.</li> <li>4. Drop of voltage.</li> </ol>	<ol style="list-style-type: none"> <li>1. Lower working pressure.</li> <li>2. Rebuild compressor.</li> <li>3. Rebuild compressor.</li> <li>4. Contact power company or install a transformer</li> </ol>
<b>WHEN COMPRESSOR CANNOT BE STARTED</b>	Unit will not start	<ol style="list-style-type: none"> <li>1. Breakdown of electric current.</li> <li>2. Line failure.</li> <li>3. Malfunction of motor</li> </ol>	<ol style="list-style-type: none"> <li>1. Contact power company.</li> <li>2. Examine the line. Replace with new wiring.</li> <li>3. Contact motor manufacturer.</li> </ol>
	Fuse tends to blow	<ol style="list-style-type: none"> <li>1. Incorrect size.</li> <li>2. Wrong connections</li> <li>3. Overloading of motor.</li> <li>4. Overloading of motor due to leaks of outlet valve.</li> <li>5. Crankshaft too tight.</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace with correct size.</li> <li>2. Change connections.</li> <li>3. Eliminate the loading.</li> <li>4. Remove and repair outlet valve.</li> <li>5. Remove crankshaft and examine it for cause.</li> </ol>

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