DI550

Adjustment procedure
Compressor control block

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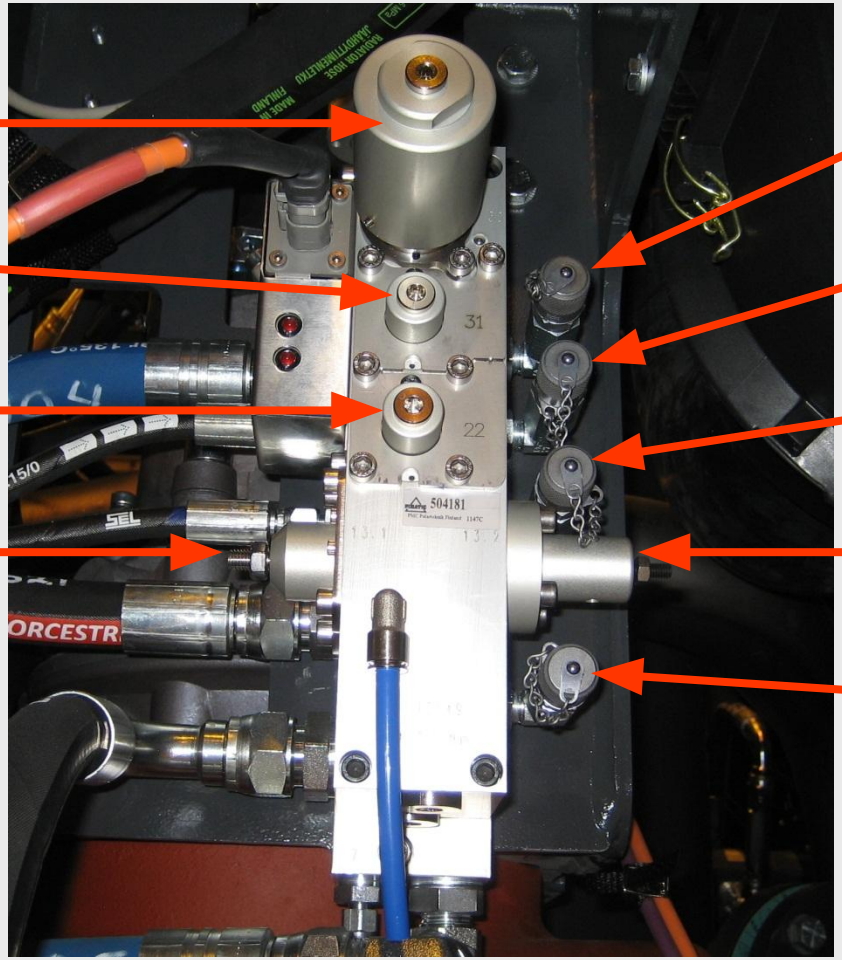
SANDVIK

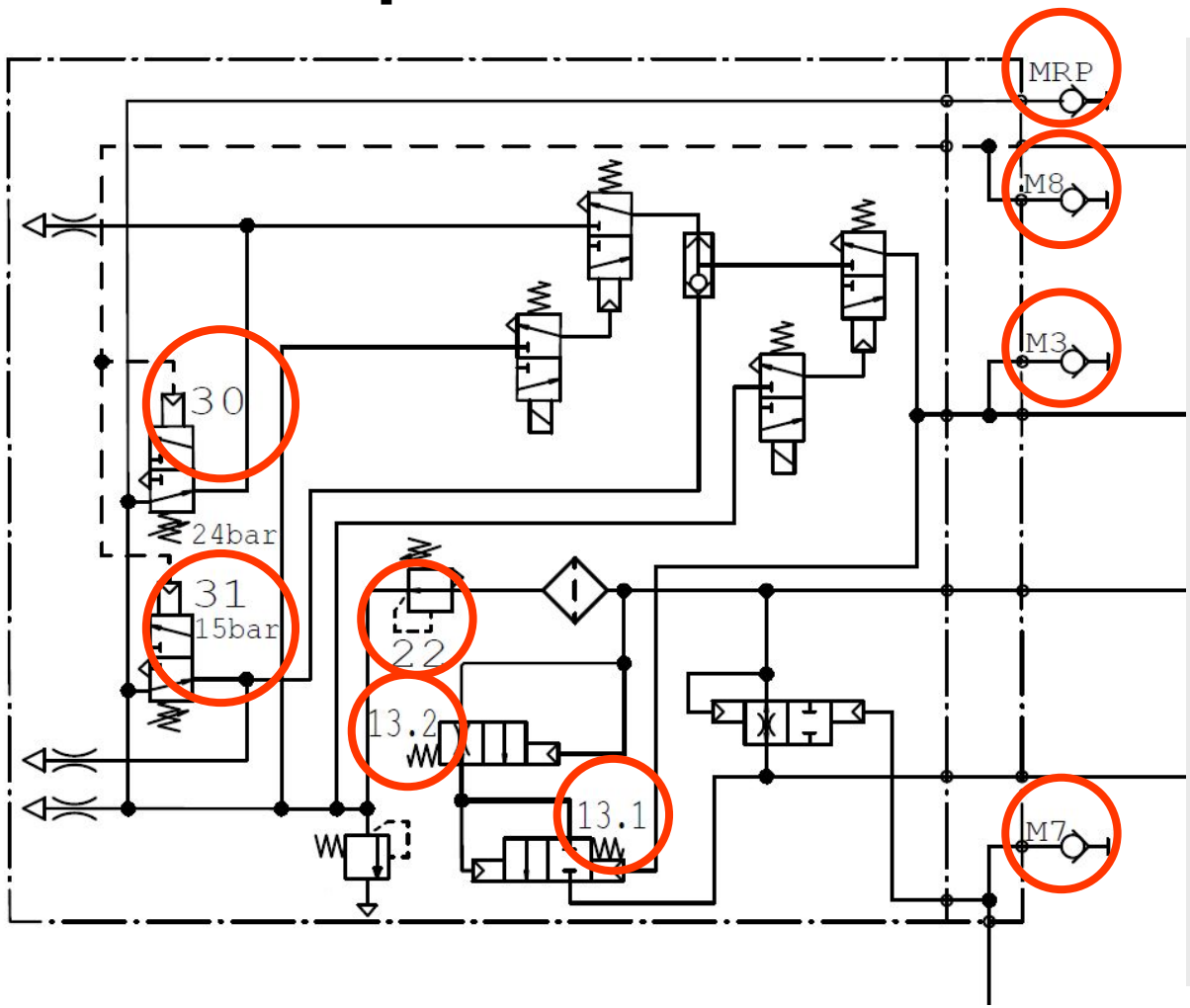
Adjustment procedure Compressor control block

Overview compressor control block



Adjustment procedure Compressor control block

Overview compressor control block



Adjustment procedure Compressor control block

- The compressor control block normally comes already adjusted but in case this adjustment is not correct or further fine adjustment is needed, just follow this procedure
- Adjustment sequence:

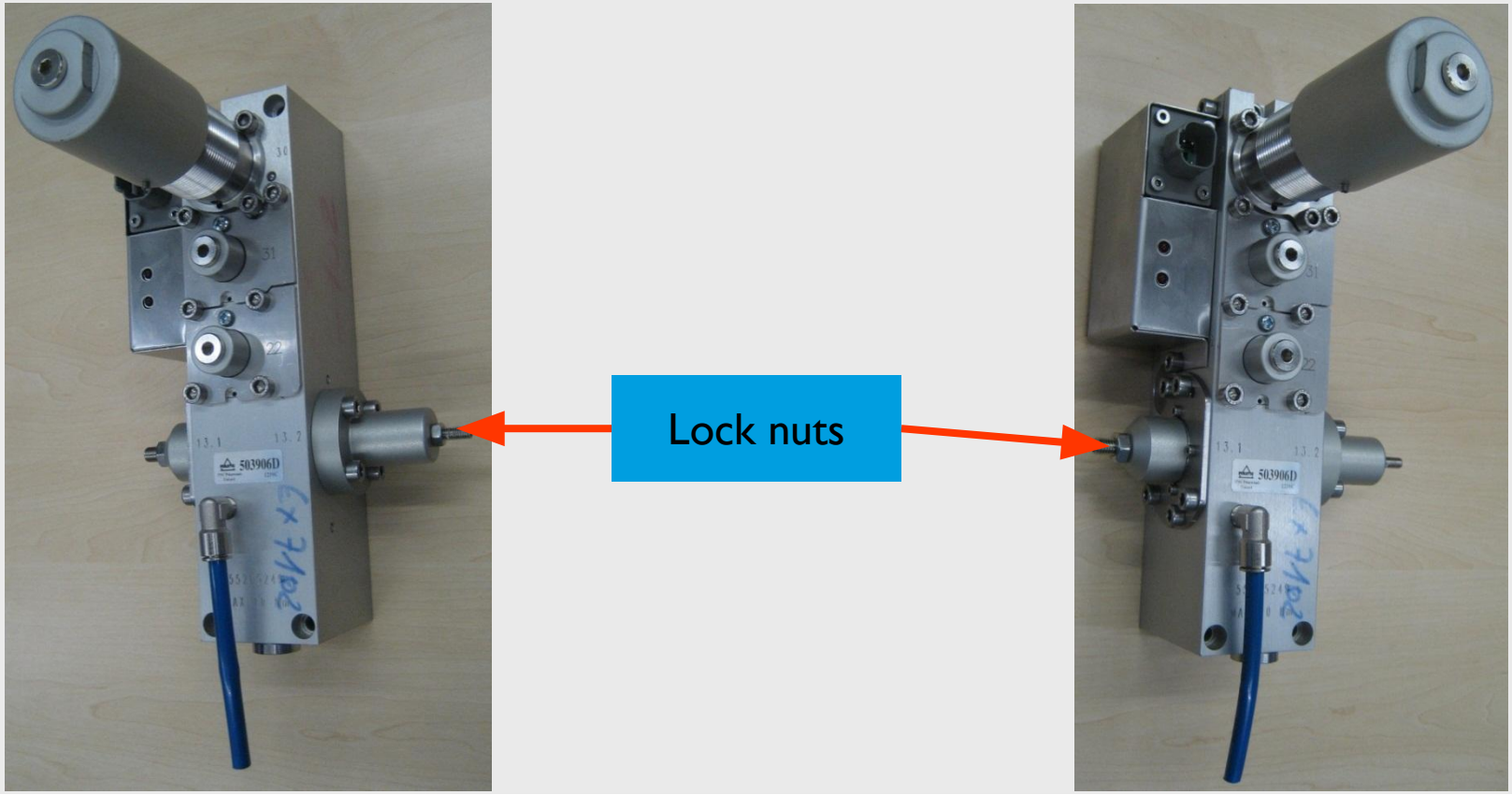
1. Running blowdown valve 13.1 and 13.2
2. Internal control pressure valve 22
3. Pressure regulator 15 bar valve 31
4. Pressure regulator 24 bar valve 30

- Never forget: Obey all Sandvik and local safety rules and have the rig checked before starting the procedure

Adjustment procedure Compressor control block

Running blowdown valve 13.1 and 13.2

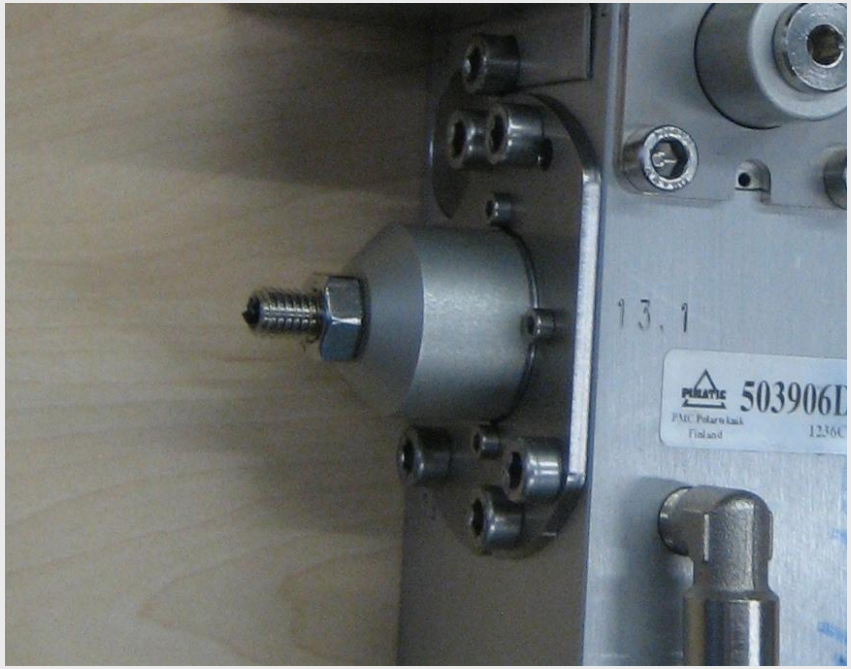
- Before starting the engine open the lock nuts and fully open both valves



Adjustment procedure Compressor control block

Running blowdown valve 13.1

- From fully open (loose) turn the adjustment screw of 13.1 clockwise until you have contact between the adjustment screw and the valve
- Then turn the screw 1/8 turn clockwise
- Secure the position with the lock nut



Adjustment procedure Compressor control block

Running blowdown valve 13.2

- From fully open (loose) turn the adjustment screw of 13.2 clockwise until you have contact between the adjustment screw and the valve
- Then turn the screw 2 turns clockwise
- Connect a pressure gauge to test point M8 (receiver tank pressure)
- Start the engine and wait until the pressure has settled
- Adjust the pressure to 6,5-7 bar and secure the position with the lock nut

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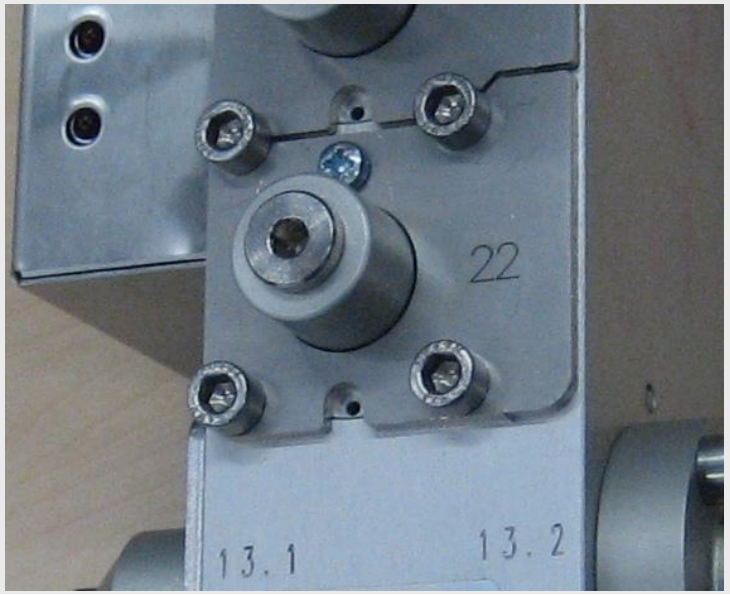
Internal control pressure valve 22

- Connect a pressure gauge to MRP (internal control pressure)
- Remove the protective cap
- Adjust the pressure to 4 bar



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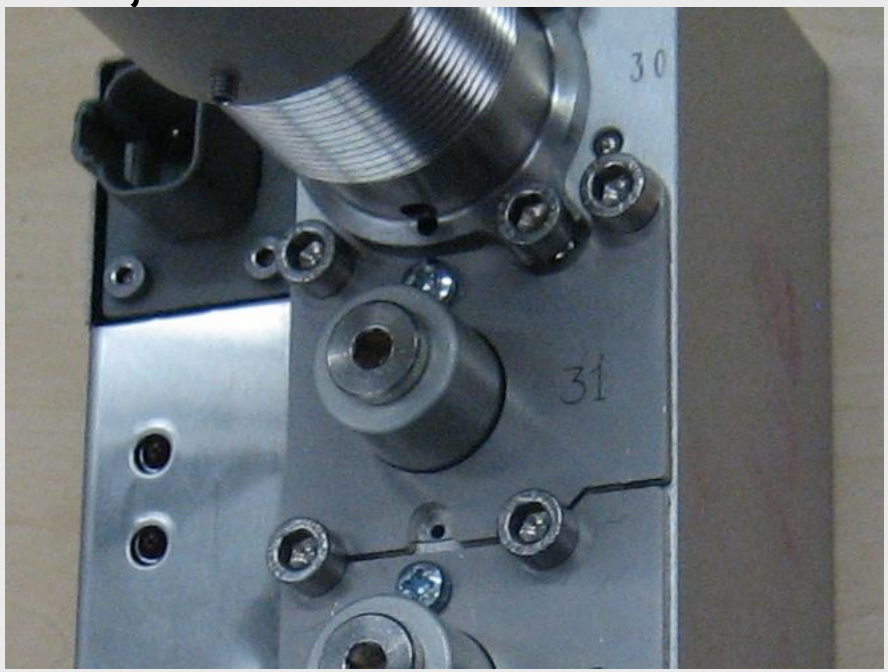
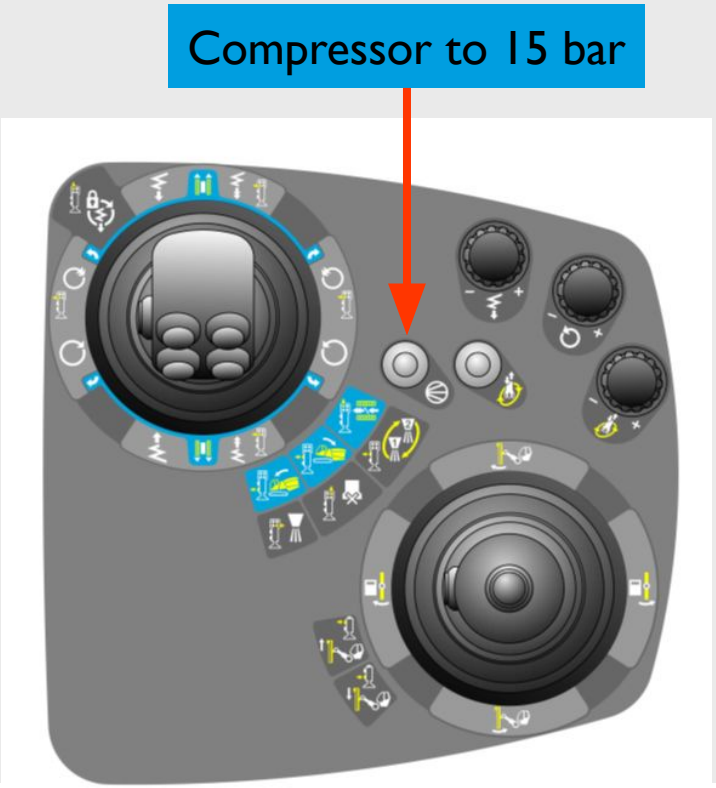
Pressure regulator 15 bar valve 31

- Switch the compressor on by pressing the button on the right control panel
- Connect a pressure gauge to M8 (receiver tank pressure)
- Remove the protective cap
- Adjust valve 31 to 15 bar





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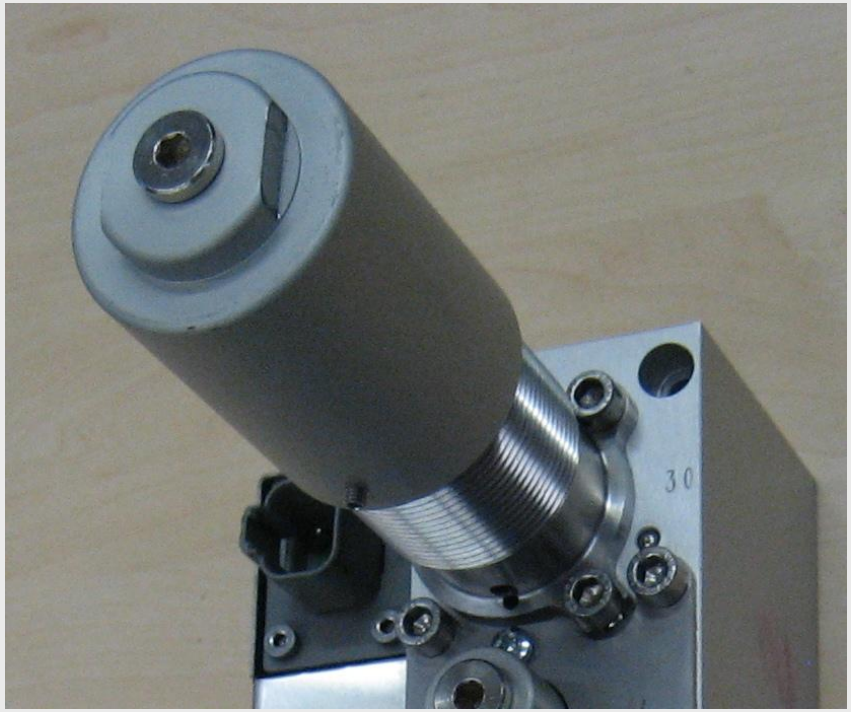
Pressure regulator 24 bar valve 30

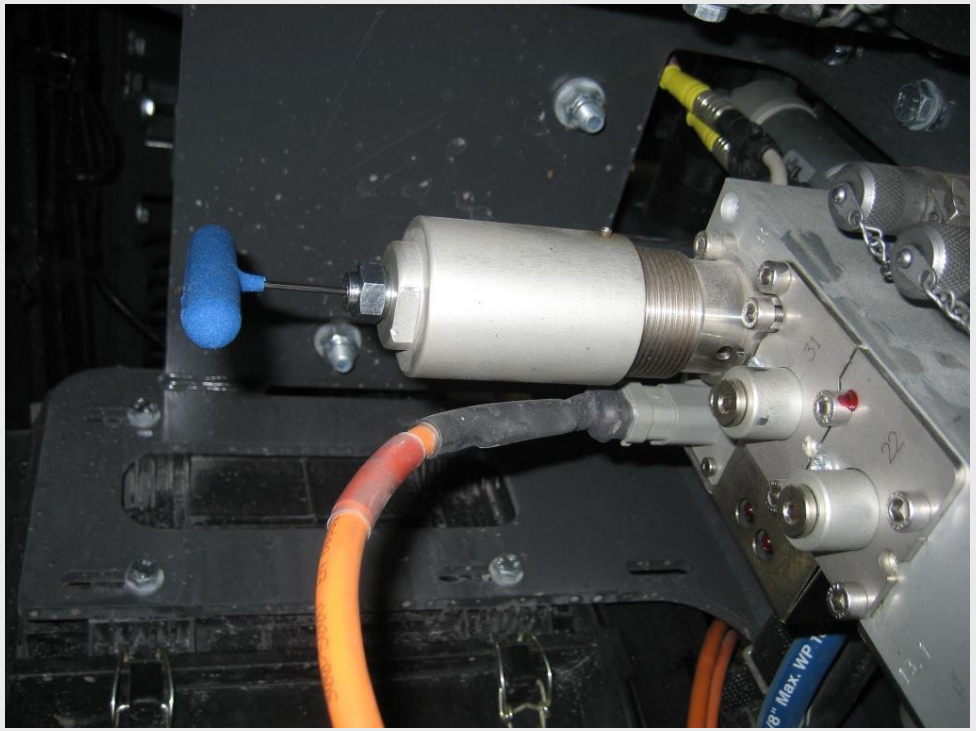
- This adjustment is done during drilling (observe the flushing level)
- Connect a pressure gauge to M8 (receiver tank pressure)
- Remove the protective cap
- Adjust valve 30 to 24 bar



Adjustment procedure Compressor control block

Pressure regulator 24 bar valve 30

- A special tool is available for this adjustment
- Part number: BG00198398



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Drilling with different size hammers

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Drilling with different size hammers

- DI550 was initially designed for 5” hammer drilling
- When using 3” or 4” hammers flushing air fluctuations can occur
- To prevent this fluctuations we have two different cartridges

Old standard,
good for 5“ hammer

New standard,
good for 3“ to 5“ hammer

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Drilling with different size hammers

- The new cartridge is standard in the compressor control block from now on
- If you experience fluctuations, first check the setting of the block, then check what cartridge is installed

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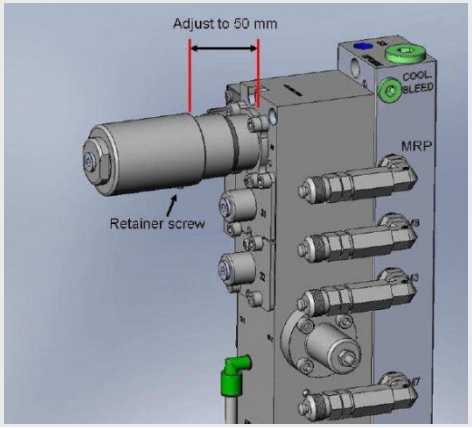
Drilling with small size hammers

- When drilling with 3” or 4” hammers:

1. Check/change to the new type cartridge
2. Adjust the spring tension of 24 bar valve 30 to 50mm
3. Set the internal control pressure (valve 22) from 4 bar to 3 bar

   (this could cause that the inlet valve does not open anymore, in that case you should try to find a setting between 4 bar and 3 bar)



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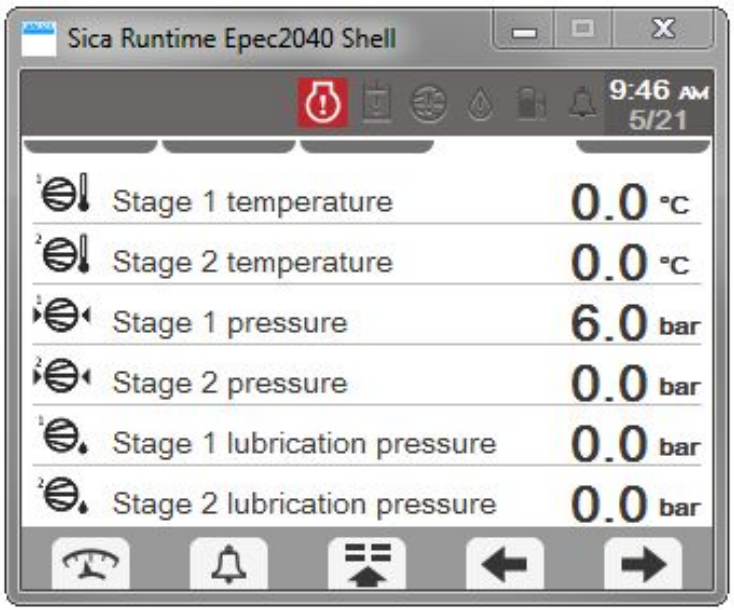
Additional information

- As we use the receiver tank pressure to lubricate the compressor, always make sure that the standby pressure is higher then 6 bar to have proper lubrication
- This is also the reason to screw valve 13.2 clockwise 2 turns before starting the engine



End of presentation