	Α	В	С	D	E	F	G	н
	INSUFFICIENT	FAILURE TO BLOCK	DEFECTIVE OR	INSUFFICIENT	INCORRRECT	IMPROPER	AIR UNIT	REPAIR TOO
	CURING TIME	TREAD GROOVE OR	INCORRECT REPAIR	PRESSURE	PLUG	HEAT UNIT	IMPROPERLY	LARGE FOR
		OTHER RUBBER	MATERIALS		BUILD-UP	OPERATION	CENTERED	RUBBER PAD
		ESCAPE ROUTES						
PROBLEM:	SEE #6			SEE #5	SEE #5	SEE # 3 & #4		SEE #1
1. Plug not								
completely	XXX	XXX	XXX	XXX		XXX	XXX	
cured								
2. Plug								
cupped after		XXX			XXX			XXX
cure								
3. Plug								
Spongy &		XXX		XXX				
soft								
4. Plug hard								
& brittle						XXX		
5. Plug fails	SEE #8	SEE # 8	SEE #8	SEE #8	SEE #8	SEE #8	SEE #8	SEE #8
in service								
6. Air								
cylinder	SEE #7	SEE #7	SEE #7	SEE #7	SEE #7	SEE #7	SEE #7	SEE #7
leaks								
7. Silicone								
pad not						XXX		
heating								

## TROUBLE SHOOTING FOR ALL LINCOLN AIR SPOTTERS

Note #1 Make sure unit is centered over repair. Keep in mind that only the silicone rubber heat pad applies proper heat and pressure to vulcanize. Aluminum contour ring does not carry enough heat to vulcanize. Pad must cover repair with enough over-lap to capture repair rubber, otherwise it will shove rubber to the side. SOLUTION: Make and use template as illustrated in your Air Spotter Instruction Sheets.

Note #2 If insufficient pressure is evident and the repair rubber was contained, either the air wasn't attached to spotter, or the air regulator isn't operating properly. All spotter models are set to operate at approximately 60 PSI.

- Note #3 Check to make sure that both the upper (swivel) heat unit and silicone rubber pad are in operation. To check silicone pad, plug cord into a live electrical outlet (without spotter being on tire or air connected), leave on for 10-15 minutes. If pad feels warm after this length of time, chances are it is working properly. It takes approximately 45 minutes for pad to reach peak operating temperature. The silicone rubber pad temperature is controlled by the heating wire, and generally speaking, either works properly or doesn't work at all. The upper (swivel) heat unit temperature is regulated by a pre-set thermostat and is subject to the possibility of either running too low or too high. If is is determined that both heat units are operating and the repair doesn't seem to cure in a reasonable length of time, one possibility might be that the upper (swivel heat unit is operating at a lower temperature. (The silicone rubber heat pad is a low wattage unattend will not come up to vulcanizing temperature without the help of a properly operating upper (swivel) heat unit. If seems to be the case, remove the upper (swivel) heat unit and return it to our factory. We will repair and return it at a reasonable charge.
- Note #4 Upper (swivel) heat unit is probably running too hot. Remove and return it to our factory for repair.
- Note #5 If plug is cupped (concave) and repair rubber has been contained, plug was under built.

## PAGE 2 TROUBLE SHOOTING GUIDE FOR LINCOLN AIR SPOTTERS CONTINUED

- NOTE #6 If plug is not properly cured and rubber was captured without losing pressure, check the CURING TIME GUIDELINES and extend curing time as needed. NOTE: <u>Steel belted radial tires require over twice the amount of curing time as fabric ply tires because the steel cord acts as a heat sink and transfers</u> the heat away from the repair.
- NOTE #7 LEAKING AIR SEAL CAUSES
  - 1. If the spotter is inadvertently taken off the tire without disconnecting the air it can blow a hole in the air seal and consequently, cause it to leak air.
  - 2. If the knob on top of the silicone rubber pad is not engaged completely through the access hole in the air seal it can leak air.
  - 3. The air seal will leak on the shoulder areas of many Michelin and Bridgestone steel belted truck tires because our current shoulder plate doesn't properly fit these particular tires. We will eventually have a shoulder plate that will fit.
  - 4. Because the seal floats freely in the air cylinder, it doesn't always seal perfectly. A slight leak will do no harm and is of no concern. Many times it can be stopped by slightly jogging the spotter sideways. Usually leaking will cease when the silicone pad gets warm.
  - 5. Insufficient tightening of the hand wheel adjusting screw may allow the heat pad to move out of containment and possibly blow a seal.
  - 6. If the air cylinder contour drastically mis-matches the tire contour, pad and seal may lose containment and cause damage to the seal.
- NOTE #8 Most plug failures are caused by faulty workmanship, improper materials, or defective materials. Refer to a qualified technical manual for assistance.

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