

# WEBANCOR.com

**WEB AND CORE TECHNOLOGIES INC.**

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**WEBANCOR is a registered trade mark**

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## **AIR SHAFT REPAIRS**

**Air Shaft repairs by an AIR SHAFT MANUFACTURER.**



**Why not have your Air Shafts repaired by someone that knows air shafts.**

**WEB & CORE TECHNOLOGIES INC.** is one of North America's main manufacturers of Air Shafts, Chucks, Bowed Rolls and Idler rolls.

We repair **WEBANCOR, TIDLAND, NIMCOR, DAVEN, AIRMAT, DEUBLIN AND MANY OTHER SINGLE BLADDER AIR SHAFTS.**



**New bladders, valves, springs, bodies, journals, bearings, or we can build you a new exact dimensioned replacement with WEBANCOR reliability.**

**Lug, button, leaf and strip types available.**

**WEBANCOR manufactures bladders and bladder material in our own rubber shop to our specifications.**



**Replacement bladders for all makes shipped around the world or shafts can be repaired in our Mississauga plant.**

**Local GTA pick up available with the WEBANCOR truck**

## Do's and Don'ts

- **Do not** overload an Air Shaft beyond its recommended load capacity. Check with the manufacturer for the safe specifications. Overloading will cause dangerous situations such as premature failure, or possibly breakage.
- **Do not** use lubricated air to inflate air shafts. Oil in the air line will rot the rubber bladder in the Air shaft or chuck.
- Make sure that the type of body (steel, aluminum, carbon fibre) is compatible with the type of work to be done. Do not use metal cores with carbon fibre shafts. The metal cores will wear away the plastic part of the carbon fibre body. **Remember** Carbon fibre shafts are strands of carbon fibre encased in a plastic resin to hold them together.
- Make sure that the shaft or chuck is inflated to the correct pressure. Most shafts are rated to an air pressure of **85-90 psi (6 bar)**. This locks the internal parts and holds the cores without slipping. Premature wear of the internal parts along with wear of the bladders is caused by operating with low pressure
- Use correct air valve and make sure that the valve thread is coated with a thread compound to seal. **Do not use TEFLON** type tapes, these will string off and get back into the valve seat creating an air leak. Chucks with the small air chambers should only use the tank type valve. Push button valves are notoriously slow to close allowing valuable air pressure to escape.
- **Do not** overtighten air valves, use thread compound to seal threads. **Overtightening will distort** the valve causing it to leak
- **Do not** use a shaft with broken bolts or taper pins that hold the body to the journals. This causes the journal to expand the socket seat in the body making a loose fit.
- **Do not** use metal lugs or buttons when winding with metal cores. Steel in steel, or aluminum in aluminum can cause them to weld together if allowed to slip. Polyurethane will grip the metal cores preventing slip when inflated to the correct temperature.
- Use leaf shafts for thin wall cores. Buttons and lugs can deform thin wall cores
- **Do not** use leaf shafts for narrow slit widths when a differential shaft should be used.
- Replace broken bearings and worn bearing surfaces before they wear to a dangerous point.
- Cover all exposed lugs, buttons, or leaves. The exposed protrusions are not only a safety hazard, but will break expensive internal parts and cause premature failure of the bladder.

CORE SHAFTS, CHUCKS and BOWED ROLLS.  
Sales offices in Canada, USA. **Look for [www.webancor.com](http://www.webancor.com) on the Internet**