



July 2007

# VCX Coolant Exchangers - Routine Maintenance

T. L. Crandall - VP Technology

As we progress into the later half of this year, it's time to inspect and perform regular maintenance on your vacuum coolant exchange service equipment. When the **rush** for coolant servicing hits, you want to be sure your equipment is in top-notch condition to do the job right, **the first time and every time!**

## Begin your inspection now by performing the following...

- 1.) Look at the general condition of the cart. Is it stable and not wobbly? Are the rear tires properly inflated? Do the front casters track properly? Does the cart roll easily?
- 2.) Check the rim bolts in the rear tires. Make sure they are all present and tight.
- 3.) Are there signs of leakage around hose fittings? Check hoses for cracks and signs of possible leakage. Do all hoses flex easily without cracking?
- 4.) Is the cone shaped adapter in good condition? Does it have the extension hose attached to the end?
- 5.) The **new** and **waste** fluid tubes on VCX Coolant Exchangers must be checked to prevent possible failure. Is each tube securely supported by the rubber trim or caps and rubber bumper? Is each tube free of impact marks, fractures, hairline cracks or crazing?

Please adhere to the following check-list when performing fluid tube inspection.

## VCX Tube Inspection Check-List

- Each Tube must be supported at the rubber trim or on earlier models at the three points as shown in the illustration below. Also, there must be a snug fit at the Rubber Bumper - a slight compression of the Rubber Bumper is required.
- On earlier models, look to verify the Rubber Caps have not worn through to allow the metal tabs supporting the rubber caps to come directly into contact with any of the Tubes. Replace as required.

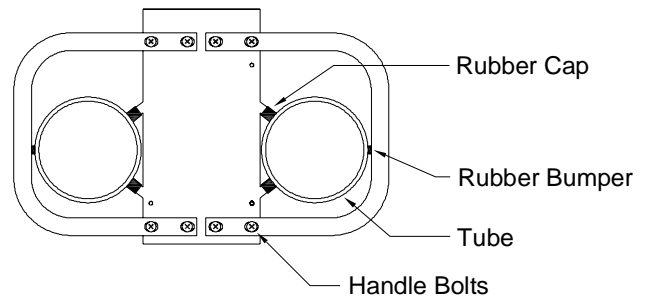
**Note: For your convenience, RTI has included, free-of-charge, a complete set of Rubber Caps and Rubber Bumpers specifically for your VCX model(s) in the event these items need replacement.**

- The eight Handle Bolts must be tight with each Handle positioned so there is a slight compression of the Rubber Bumpers.
- The connection of the Red Top Cabinet to the Lower Black Cabinet must be tight at the point shown in the picture below.
- The surface of the Tubes must be carefully checked for possible signs of cracks, dents or other imperfections. Welding and grinding must never be done where hot particles could come in contact with the VCX Coolant Exchanger.

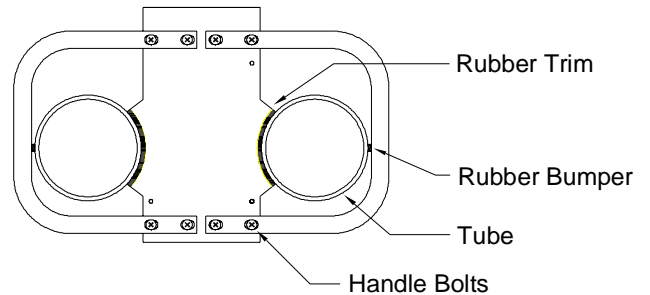
- If the exterior or interior of any tube is dirty and requires cleaning, utilize a soft cloth and non-abrasive, non-solvent based cleaner. Never use a wire brush to clean the tubes.
- Check the air supply fitting on the rear of the VCX model. If the sheet metal is bent inward it indicates the VCX model may have fallen over backwards or that it is being pushed into a wall during storage.



VCX-1 shown for reference



RUBBER CAP VERSION



RUBBER TRIM VERSION

## IMPORTANT!

If any of the above tube inspection conditions are present, **DO NOT** operate your VCX unit until corrected, including replacement of the Fluid Tubes if necessary.

If you have questions regarding tube inspection, rubber cap/trim replacement or tube replacement please contact RTI Customer Service at 800-468-2321.