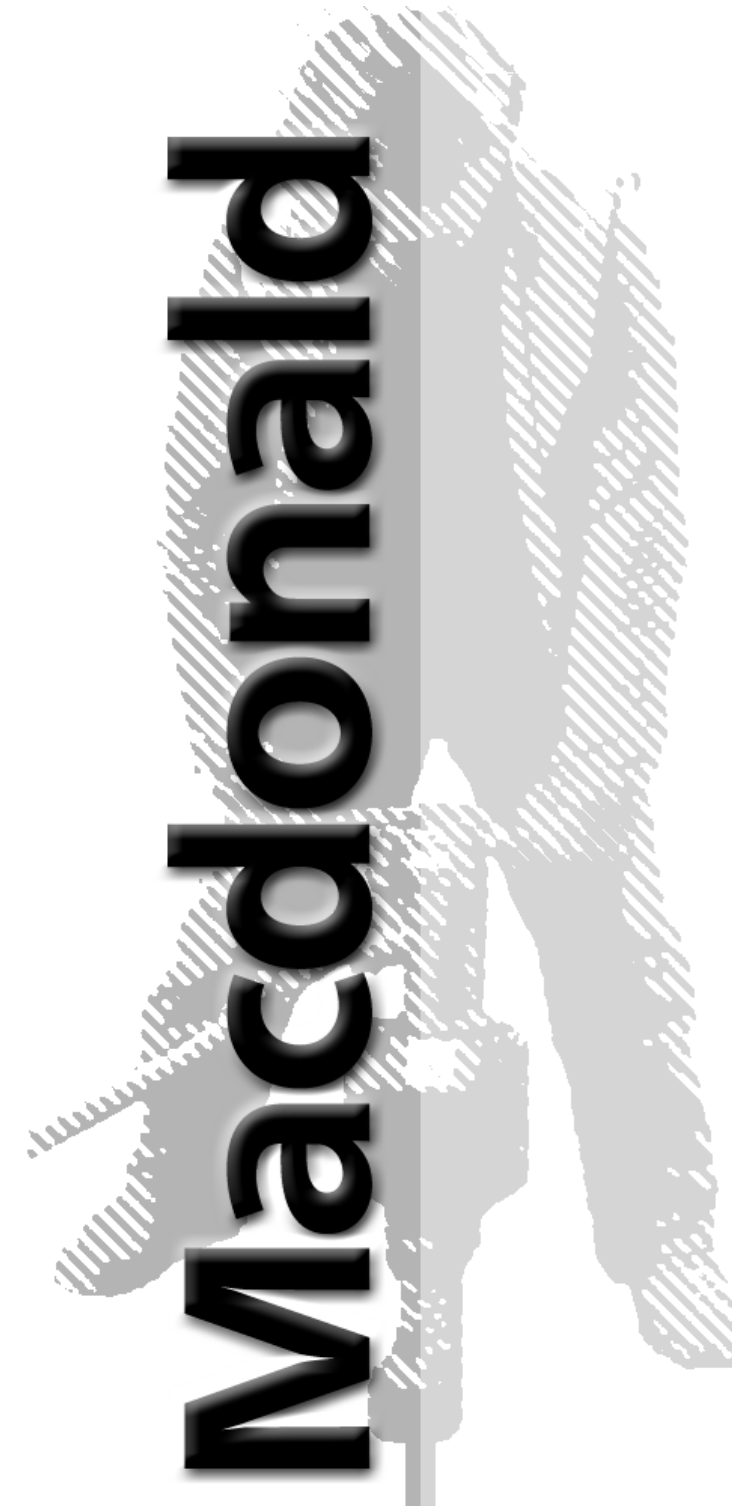


# Fault Finding Chart

## VIBRATION REDUCED BREAKERS



Over a period of several years, Macdonald have identified the causes of many common faults, which can affect VRS Paving Breakers. The following chart lists these faults and tells you how to cure them.



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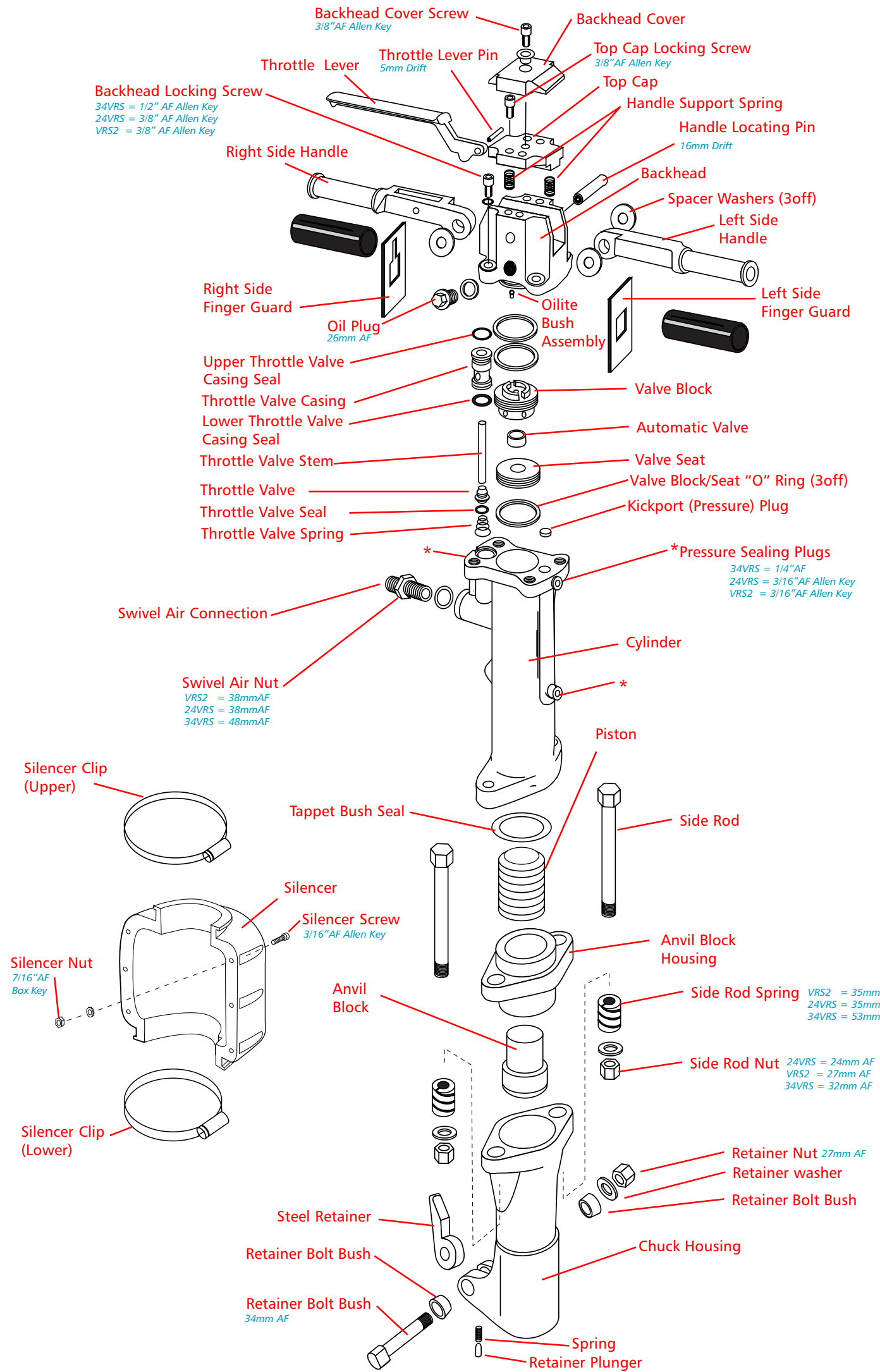
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VRSFault Chart 2002/1.0





FAULT	POSSIBLE CAUSE	CONFIRM CAUSE	REMEDY
1) Breaker doesn't run when throttle is closed.	a) Piston siezed	a) Remove	a) Polish piston with emery cloth & hone cylinder if required.
	b) Automatic valve jammed	b) Remove backhead & auto valve block assembly & examine components.	b) Remove any grit or other foreign matter. If auto valve or seats have been damaged then replace them.
	c) Tool flooded with lubricant or anti-freeze causing valve to stick.	c) Remove backhead & valve block assembly & examine components.	c) If it is not possible to avoid excess lubrication of tool, fit "Excess Oil Automatic" valve (EOA valve).**
	d) Air hose or throttle valve casing blocked.	d) Check that hose is clear.	d) If hose is clear then remove backhead & throttle valve casing assembly. Check for blockages. If throttle valve O-ring has moved secure in groove with super glue or fit new throttle valve and O-ring.
	e) One of the cylinder pressure sealing plugs has blown out	e) Check all pressure plugs are in place.	e) Remove silencer and check concealed plugs if necessary.

FAULT	POSSIBLE CAUSE	CONFIRM CAUSE	REMEDY
2) Breaker does not stop when throttle is released	a) Lower throttle valve casing seal is damaged	a) Dismantle and check	a) Replace if necessary
	b) Throttle valve seal is damaged or has moved	b) Dismantle and check	b) Replace and secure with super glue.
	c) Plastic buffer on underside of top cap has de-bonded.	c) Check.	c) Fit new top cap.
	d) Right hand handle or Throttle Lever Pin hole has become worn or damaged.	d) Dismantle and check	d) Replace if required.

FAULT	POSSIBLE CAUSE	CONFIRM CAUSE	REMEDY
3) Breaker runs but with reduced power.	a) Piston/ Cylinder clearance too great.	a) Dismantle and check by measuring.	a) Replace one or both parts as required.
	b) Valve Block, Valve & or Valve Seat worn or otherwise damaged.	b) Dismantle and check.	b) Replace as required.
	c) Inadequate air supply	c) Check size and condition of air Compressor	c) Replace or repair as required.
	d) Low air supply pressure.	d) Breaker too far from air Compressor. Too long or too small hose diameter used.	d) Check with supplier for hose diameter/length relationship.
	e) Tappet siezed or otherwise damaged. (If fitted).	e) Remove Chuck Housing and examine tappet and tappet bush.	e) Repair or replace as required.

FAULT	POSSIBLE CAUSE	CONFIRM CAUSE	REMEDY
4) Breaker not using any oil as evidenced by oil reservoir remaining full, even after breaker has run for several hours.	a) Oilite bushing has become blocked or damaged.	a) Remove backhead, remove oil reservoir plug and fill reservoir with correct grade of light oil. Attach an air supply hose to the oil reservoir inlet thread and pressurise oil reservoir to a pressure of 6 bar maximum, whilst observing the outlet from the oilite bush assembly to ensure it is passing oil.	b) If oilite bush assembly is not passing oil - replace it.