

A SPECIAL NOTE ON TUMBLER OPERATIONS

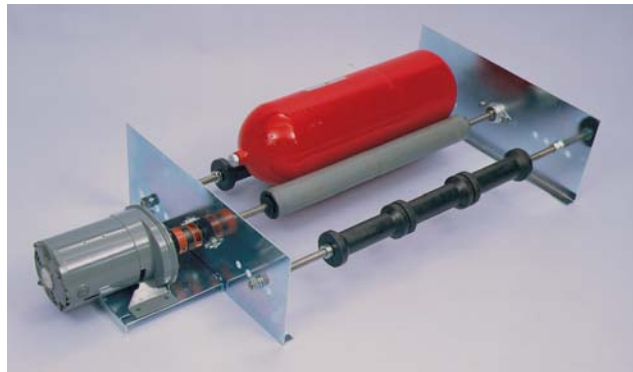
PREVENTING TANK COSMETIC DAMAGE DURING TUMBLING OPERATIONS

Due to the laws of rotational physics, tanks placed on any tumbler will have a tendency to "crawl" on the rollers toward one end or the other of the platform. The direction in which than tank will move depends upon the rotational direction of the center drive roller...when two tanks are being tumbled, the cylinders usually migrate in opposite directions and there is no way to entirely prevent this. The cylinders can move far enough to contact the end plates and perhaps scratch their finish.

The simplest solution to this problem is to place a "butt stop" on the tumbler end plate. GMC cannot incorporate a "universal butt stop" into the system because of the great differences in size I types of tanks cleaned by dive shops throughout the world. However, we have provided a self-adhesive rubber strip that can be placed on the end plate to act as a safeguard to prevent the cylinders from scratching or grinding against the metal surface.

Several other methods are also effective cures: If you are using a plastic plug (GMC #43210) to seal your tanks, allow the creeping tank to "lead" with its neck so that the plug will contact the end plate. Most plastic plugs have a collar that projects outward and can bump against the metal with little or no consequence. Even if the plug eventually wears down, it's cheap to replace.

One can also improvise a wide manner of tank bumpers that can be screwed, bolted, or glued to the end plate. Most hardware stores have a variety of bumper devices used on furniture legs and doorstops; many of these work nicely for "butt stops." Wooden dowels and automotive protective shield strips also have been successively used. The correct placement for whatever device you select can be determined by simply placing a sampling of tanks which you would usually repair upon the tumbler to see how I where each end might contact the metal end plates. Place your bumper stop(s) accordingly.



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