Ferrous Wear Meter *plus*

FG-K30258-KW

Parker Kittiwake Ferrous Wear Meter (FWM) provides users with a quick, simple to operate method that measures ferrous wear debris in oil samples taken from a variety of types of machinery, including used cylinder scrapedown oil, gear boxes and bearings. Monitoring of ferrous wear levels with your oil samples on an ongoing basis allows any deterioration in machine condition to be quickly spotted and corrective action taken, saving you downtime and money, and preventing more serious damage from occurring.

Features

- Simple, graphical user interface
- Immediate ferrous wear measurement in ppm
- Schedule maintenance as required

Benefits

- Reduced operating costs
- Decreased downtime
- Reduced scrapedown oil usage

By trending of ferrous wear measurements over time, any increase in wear levels can be monitored and appropriate actions taken to mitigate any damage.

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Machinery degradation can be observed as it happens and machines serviced as and when they need to be, rather than on a time or hours of operation basis, saving cost and manpower.

Parker Kittiwake Ferrous Wear Meter plus (FWMplus) offers an additional way to measure ferrous wear debris. The accessory kit allows grease to be measured with the FWMplus.

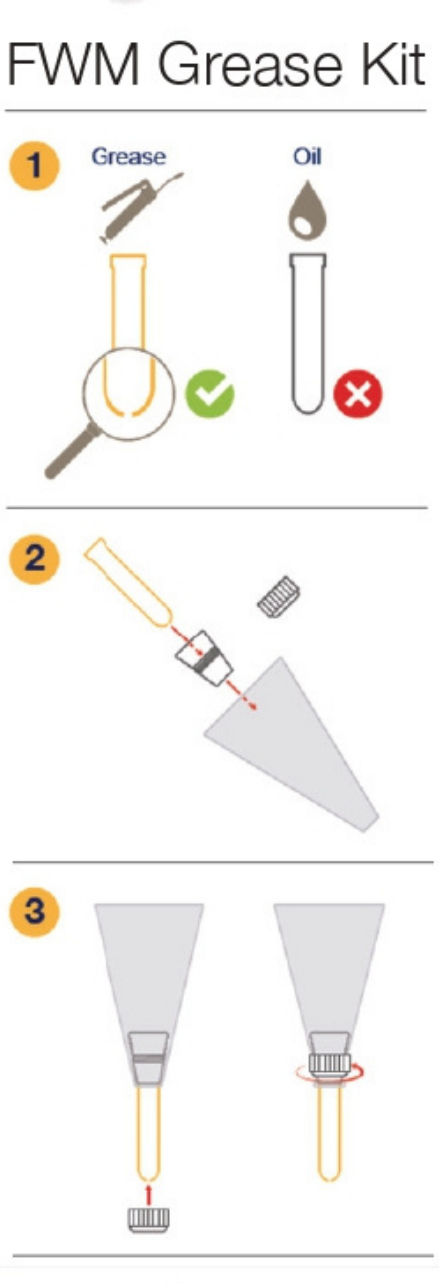
Features

- **No reference (Sticker) calibration expiry**
- **Increase range (0-15%)**
- **Meets ASTM D8120**

Specification

Rated Input Voltage	24 V d.c.
Rated Input Current	0.3 A
Operating temperature	15 to 40°C
IP Rating	IP22
Instrument Weight	1.1 Kg
Measurement Range	0 to 15% by mass (mg/kg)
Displayed Resolution	5 ppm between 0 and 2495 ppm 10 ppm between 2500 and 9990 ppm 0.01% between 1.00 and 9.99% 0.1% between 10.0 and 15.0%
Sample Container	Monitor 2.0 Test Tube
Test time	<3 seconds
Unit dimensions	250 mm Wide 230 mm Deep 75 mm High
Standard	ASTM D8120 Standard Test Method for Ferrous Debris Quantification

The FWM can be used for feed rate optimisation of cylinder scrapedown feed rates on-board vessels, allowing savings to be made in oil use, with confidence that catastrophic cylinder damage is not being caused to the liner and/or ring packs due to under lubrication of the cylinder bore.



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