

F'IS Newsletter

November 2007



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Cost Optimisation in the Paper Industry

WBW Industriemontagen GmbH offers a range of services, among others to customers in the pulp and paper industry. The operator of a paper mill asked WBW to give various guide rolls a general overhaul. In order to identify in advance those rolls for which an overhaul was out of the question, the company consulted the F'IS experts. They performed a number of measurements at the running paper machine with an FAG Detector III, focusing on measuring the rolls' imbalance – a step which in the past was performed only later at the WBW workshop. In this way, they were able to screen out 22 rolls for which an overhaul was questionable. Thanks to the resulting reduction of the transport costs and the avoidance of additional costs (loading, preparations for balancing at the workshop, etc.), WBW was able to realise cost savings in the order of € 25,000.



[More info \(click here\)](#)

New: Diagnosis Software Administrator 4.2

The online monitoring systems FAG ProCheck, FAG DTECT X1 and FAG WiPro each feature different functions. With the new version of our Administrator software, they can now be operated and administrated via a single operator interface. Building on the successful and proven operating concept, version 4.2 offers the additional option of mapping not only individual measuring points but also higher-level plant structures. Moreover, both the data viewer and the structure have been optimised with regard to data analysis and service. The software can be downloaded – as usual free of charge – from the F'IS website since November.



[More info \(click here\)](#)

New Product: FAG Heater Plate 370C

Often, a temperature of 200°C is not enough to heat a bearing sufficiently in preparation for dismounting. For example, if a bearing has a very tight fit or if adverse conditions - such as fretting corrosion - have to be coped with, a higher temperature is required for the inner ring to expand sufficiently. The new FAG Heater Plate 370C heats a heating ring to a temperature of up to 370°C. So maintenance personnel can always dismount a bearing successfully, even under adverse conditions. However, in order to prevent overheating (danger of the material's structure being altered by the effects of the heat), the inner ring has to be removed from the heating ring immediately after having been dismounted.

**Any further questions?
Get in touch with us...**

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