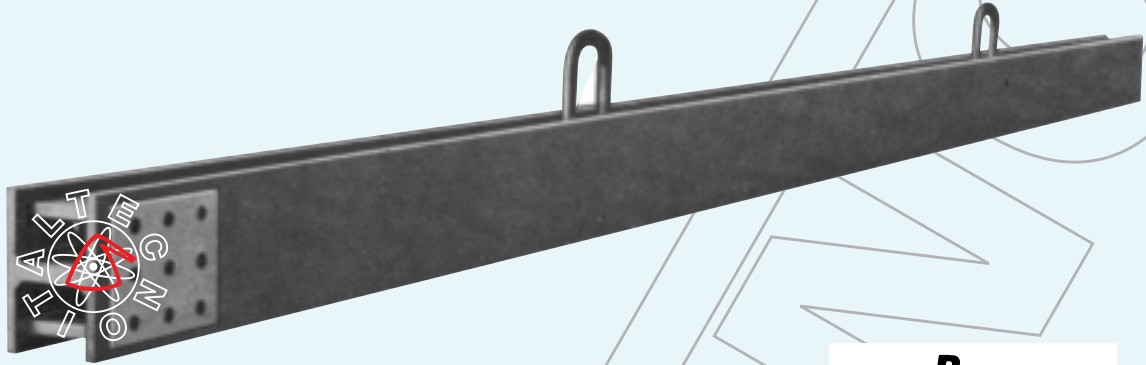


Anodic bar contact

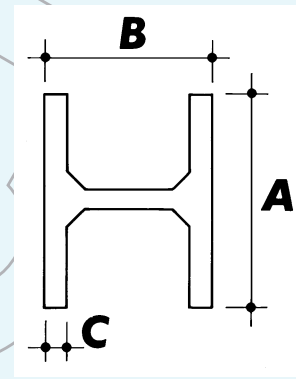
ANODIC BAR AND PNEUMATIC PISTON



Anodic (flight) bar

A	B	C
170	116	13
185	120	15
200	132	16
225	146	18
250	160	20

Most usual sizes (in mm) for anodic bar



With all anodizing plants it is obviously desirable to introduce the current into the work being anodized with the minimum power losses, and apart from bus-bar, flight bar and jig design, this means good design of the contact system between the bus-bar and the flight bar or work rail.

Failure to take this into account can lead to serious overheating of the contacts and constant problems in achieving the anodizing results desired.

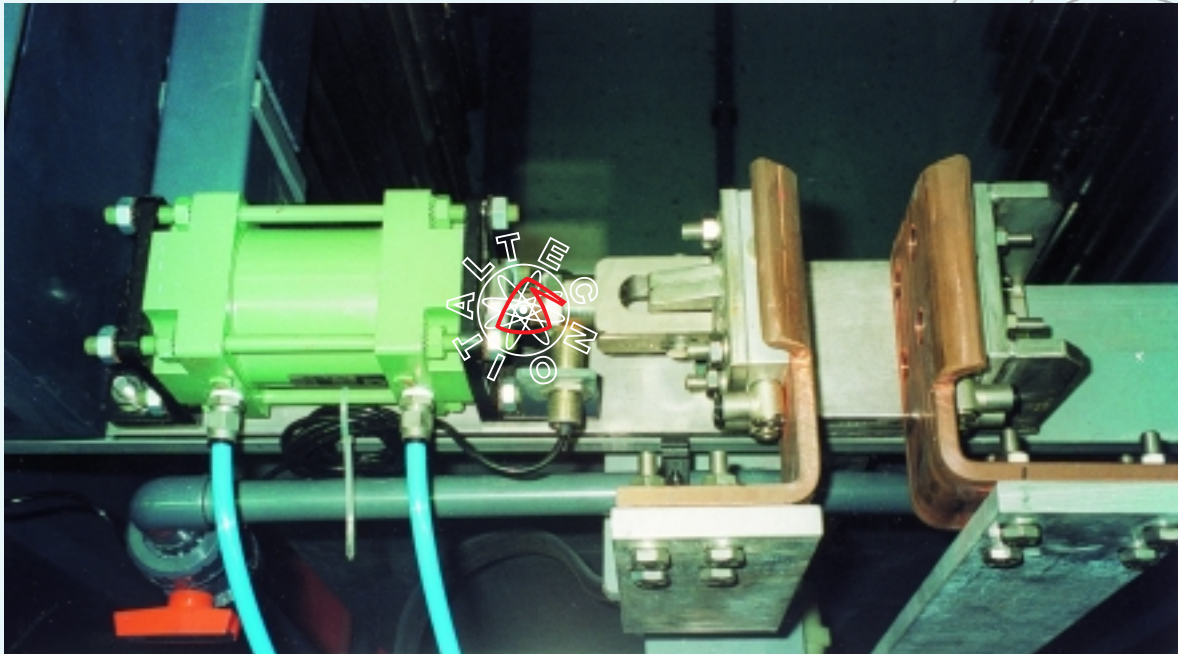
The greatest difficulty with such contacts is their maintenance, as they are nearly always affected by sulphuric acid fumes and splashes, and can become corroded or oxi-

dised very quickly.

For this reason it is good practice to make the contact as far outside the tank as possible, but inevitably, this means longer flight bars and greater space needed. Contacts should also be as simple as possible so they can be easily cleaned.

In the case of large plants with a flight bar system, the contact pads should be flexibly mounted to compensate for the deflection of the flight bar when in place.

Hydraulic pressure systems are often used to improve contacts, and the contact pads themselves are usually made of copper, as it is easier to maintain and is less readily oxidised than aluminium.



Pneumatic piston for anodic bar

To carry the current to the anodic bar on anodizing and electrocoloring tanks special pneumatic cylinders with magnetic contact are used.

They are complete with:

- N. 2 electric contacts made of copper bars with optional water cooling
- N. 1 AISI 304 stainless steel support
- N. 1 air pressure regulator
- N. 1 electrovalve for automatic operation
- N. 1 pneumatic cylinder (ISO standard)