Technical Manual
Model: 42AAV48-AC

42AAV48-AC - 5:1 Air Pressure Booster
Manufacturer - Midwest Pressure Systems, Inc.

MPS
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SYSTEMS

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1. Design Specifications

Midwest Pressure Systems, Inc. (MPS) air pressure boosters are designed for ease of operation and maintenance. Experience has shown that an MPS booster will normally provide years of satisfactory performance with minimal maintenance. Carefully review this manual which is designed to provide information on installation, start up, operation and maintenance. If you have questions, please contact Midwest Pressure Systems, Inc. Model 42AAV48-AC is designed for air pressure boosting.

Booster design meets these ATEX specifications: CE 0575 Ex II 2 G T4

Designed in accordance with ASME Boiler and Pressure Vessel Code, Section VIII, Division 1

Model 42AAV48-AC Engineering Specifications	
Maximum process air discharge pressure - psi (bar)	696 (48)
Process Air temperature range - ˚F (˚C)	32 to 167 (0 to 75)
Maximum cycle rate - cycles per minute (Note 1)	100
Process Air displacement per cycle - cf (liters)	.016 (.453)
Maximum process air displacement - cfm (liters per minute)	1.6 (45.3)
Pressure boost (multiple of drive air pressure) (Note 2)	3.2
Process Air discharge connection FNPT	1/4
Seal vent connection FNPT	1/8
Maximum drive pressure - psi (bar)	125 (8.6)
Air temperature range - ˚F (˚C)	32 to 167 (0 to 75)
Air displacement per cycle - cf (liters)	.069 (1.95)
Maximum air displacement - cfm (liters per minute)	6.9 (195)
Drive air inlet connection FNPT	1/2
Drive air exhaust connection FNPT	1/2
Drive air cylinder bore diameter - inches (millimeters)	4 (102)
Process Air boost cylinder bore diameter - inches (millimeters)	2 (50.8)
Piston rod diameter - inches (millimeters)	.625 (15.9)
Stroke - inches (millimeters)	4.8 (122)
Weight - pounds (kilograms)	35 (15.9)
Ambient Temperature - ˚F (˚C) (Note 3)	-15 to 167 (-26 to 75)

Note 1: A cycle consists of a forward and reverse stroke.

Note 2: This is a nominal operating pressure boost ratio, not the maximum pressure boost ratio.

Note 3: Where ambient temperatures fall below 0˚C (32˚F) a heater is required for the drive air.

2. Materials of Construction and Torque Specifications

Boost process air wetted materials
Anodized Aluminum and stainless steel

Pneumatic drive materials exposed to the environment
Anodized aluminum for excellent general environmental corrosion resistance

External bolts, nuts, and washers
18-8 SS for excellent marine and general environmental corrosion resistance

Dynamic seal material
Carbon-fiber-filled Teflon piston rings and rod seals

Process air wetted static seals
Viton

Air drive seals
Buna-N

Material specifications for individual components are listed in Sections 10 and 11.

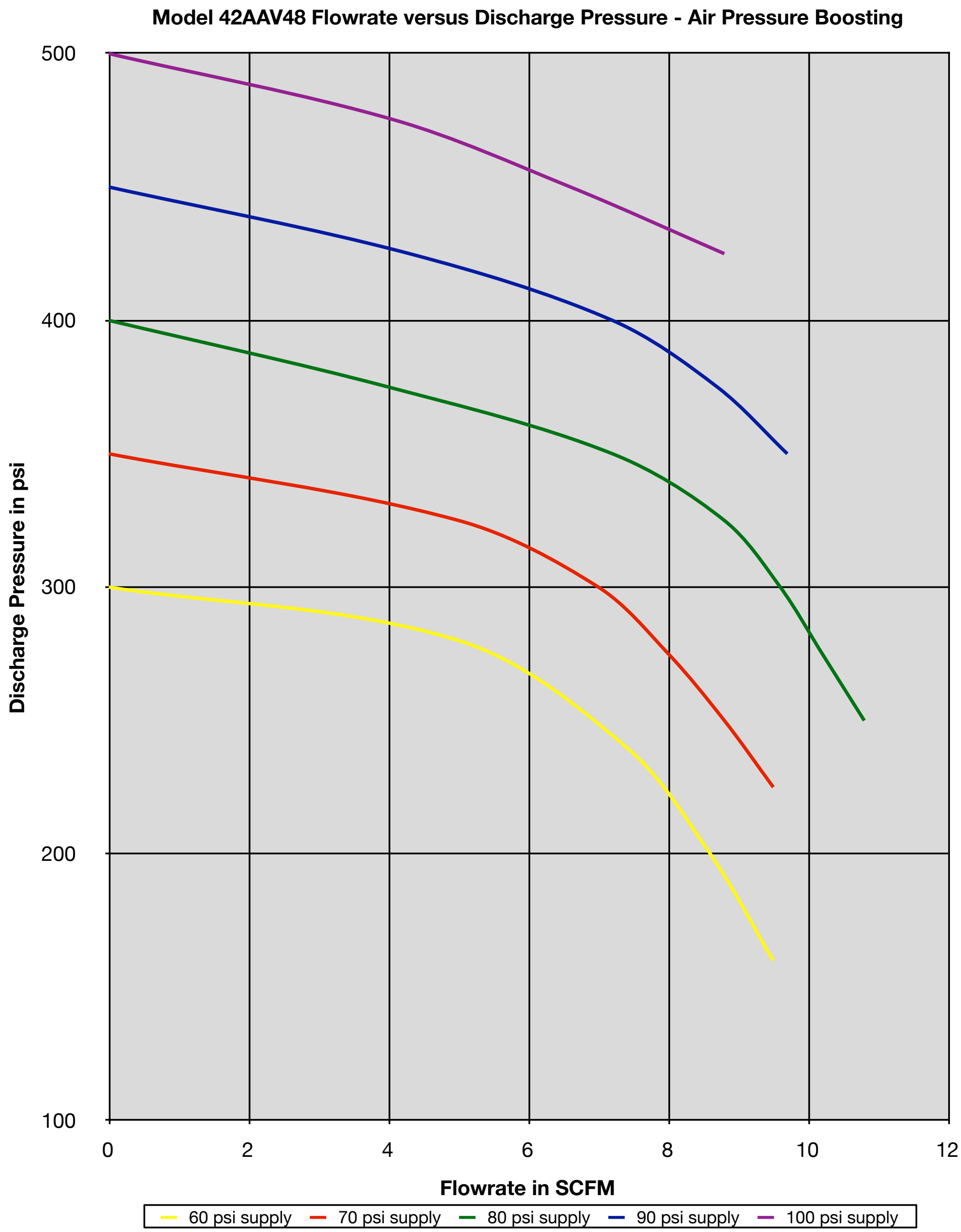
Fastener Torque Specifications

⚠ This booster utilizes high strength fasteners. Replacement fasteners must be of the same grade and material or the booster could fail and cause a fire, explosion or toxic gas release.

Fastener Description	Size Inch TPI	Type	Torque Lb-Ft (N•m)
Piston Rod Nuts	3/8-16 UNC	18-8 SS hex head locknut • 11/16 wrench	20 (27.1)
1” and 7” Long Screws	3/8-16 UNC	18-8 SS socket head cap screw • 5/16 wrench	15 (20.3)
Air Manifold Mounting Screws	10-32 UNC	18-8 SS socket head cap screw • 5/32 wrench	3.3 (4.5)
Control Valve Mounting Screws	1/4-20 UNC	18-8 SS socket head cap screw • 3/16 wrench	7.9 (10.7)

3. Flow Curves

The graph below shows the performance curve of the 42AAV48-AC air pressure booster. In the graph, the drive and supply pressures are equal. Use these curves to size the 42AAV48-AC air pressure booster for a given application.



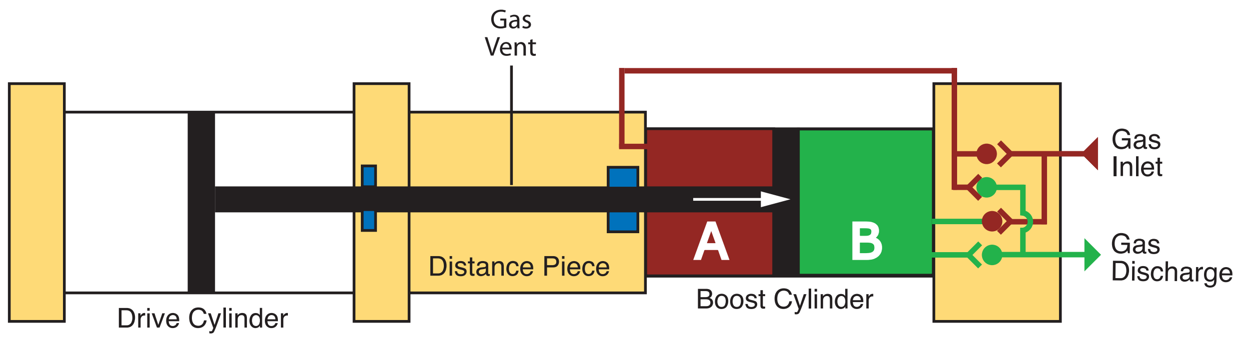
4. Boost Cylinder Operation

The piston in the drive cylinder is attached to the piston in the boost cylinder. As the drive piston reciprocates, it compresses the air in the boost cylinder. The controls which cause the drive cylinder to reciprocate are described in Section 5 entitled, "Drive Air System Operation". The boost cylinder is double-acting, i.e., it pulls air in on one side while pumping it out on the other. The maximum pressure boost ratio is equal to the drive piston area divided by the boost piston area. This booster has a four inch diameter drive piston and a two inch diameter boost piston resulting in a maximum pressure boost ratio of 4. The maximum discharge pressure (MDP) is equal to the maximum boost ratio times the regulated drive air pressure (DAP) plus the supply air pressure (SP), see Equation 1 below.

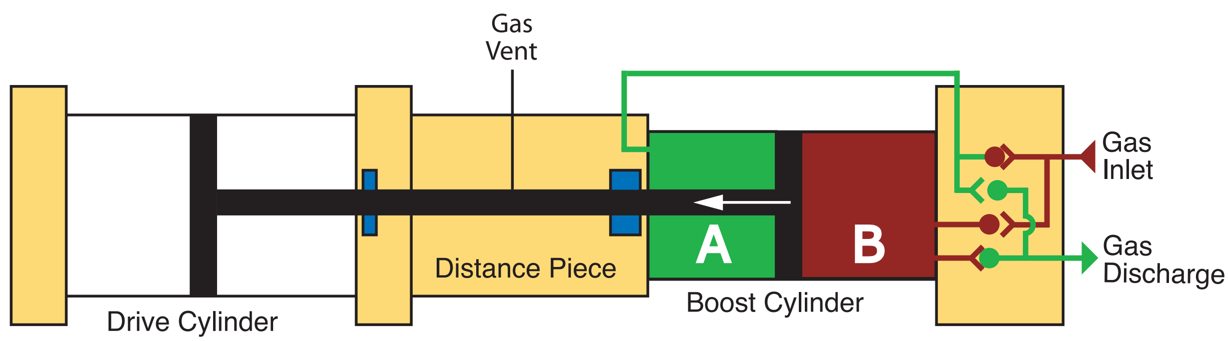
MDP = (4 * DAP) + SP
Maximum Boost Pressure Equation

For example, with an 80 psi drive air pressure and an 80 psi supply air pressure the maximum discharge pressure is 400 psi. With a regulated 80 psi drive air pressure and a 100 psi air supply pressure, the maximum discharge pressure would be 420 psi. When the booster attains the maximum discharge pressure, the forces in the booster are balanced and the booster stalls. When the discharge pressure drops below the maximum pressure, the booster will automatically restarts.

The pistons below are traveling to the right and compressing the air in chamber "B" while pulling air into chamber "A".



The pistons below are traveling to the left and compressing the air in chamber "A" while pulling air into chamber "B".

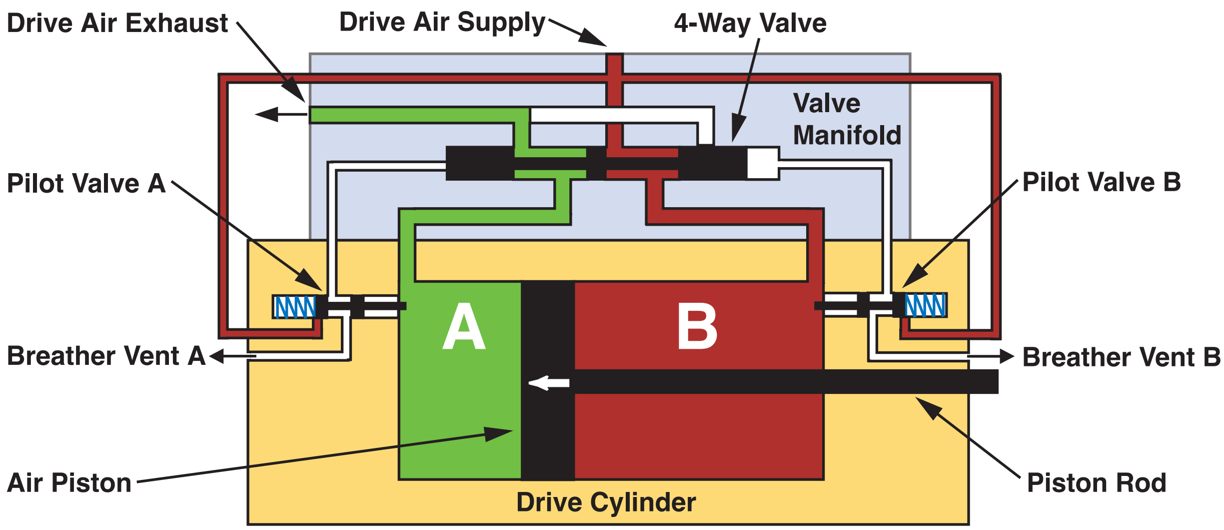


The distance piece is designed to ensure that the air in the boost cylinder is isolated from the air in the drive cylinder. There are piston rod seals at each end of the distance piece, and the distance between the rod seals is greater than the stroke length of the booster. Consequently, the section of piston rod which penetrates the drive cylinder never penetrates the boost cylinder and vice versa.

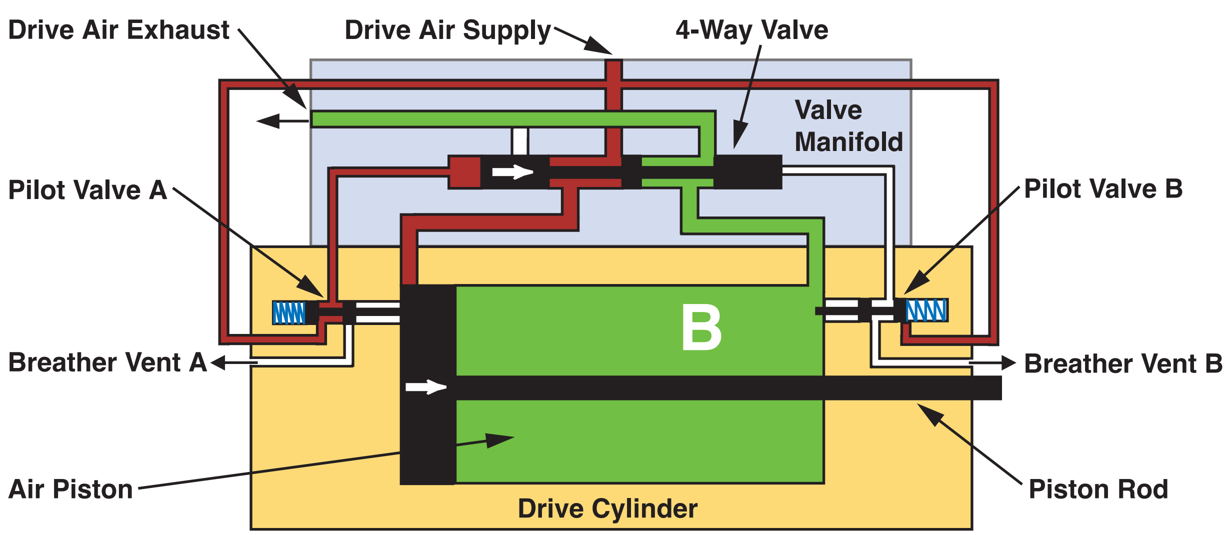
There is a 1/8 inch NPT vent port with a breather installed. Any air that leaks past the rod seals will flow out of this vent.

5. Drive Air System Operation

The sketch below shows the 4-way valve extended to the left. This causes drive air to fill drive cylinder chamber “B” and opens chamber “A” to exhaust. The air piston is driven to the left. The drive air supply also feeds pilot valve “A” and pilot valve “B”. Both of these valves are closed, and the pilot ports at the end of the 4-way valve are open to atmosphere through breather vent “A” and breather vent “B”. All of the piping connections shown in the sketch are machined into in the valve manifold and cylinder end caps. There is no external tubing.



In the sketch below, the air piston has reached the end of its stroke and opened pilot valve “A”. This closes breather vent “A” and sends pilot air to the left pilot port on the 4-way valve. The 4-way valve shifts to the right, opens chamber “B” to exhaust and supplies drive air to chamber “A”. The air piston moves to the right. When the piston moves off the end cap a spring returns pilot valve “A” to its normal position which closes off the air supply and vents the pilot air from the 4 way valve. This process is repeated on the right end of the drive cylinder which causes the air piston to reciprocate automatically.



6. Installation

1 Mounting

1a The booster has mounting brackets on each end with two 13/32 inch diameter mounting holes centered at the corners of a 2.0 inch by 20.8 inch rectangle. The booster can be mounted in any orientation using 3/8 inch mounting bolts.

2 Air Supply Connection

2a The drive air line connection is a 1/2 female NPT port on the shut off valve. The piping should be installed to prevent stresses from acting on the air inlet port which could cause a pilot leak and booster operating failure. The booster drive air must be ISO 8573.1 CLASS 2 or better. Lower quality air can cause the formation of ice in the cycling valve and exhaust mufflers which will cause the booster stop running or run erratically. If ambient temperatures fall below freezing, the air supply line must be heated to prevent ice formation on the exhaust mufflers which would cause the booster to stop running or run erratically.

3 Air Discharge Connections

3a There are two 1/4 NPT female booster discharge ports. The booster ships with the port in the middle of the body plugged and the port at the end of the body open for connection to discharge piping. For convenience of piping location, either discharge port may be used and the other port pugged.

3b The booster piston and rod seals produce fine dust particles as they wear, consequently the discharge line may need a 5 micron or better filter to protect downstream components.

3c Installation of a receiver tank on the discharge line will reduce the amplitude of the pressure pulsations generated by the booster.

⚠ The booster must be well-supported. Inadequate mounting supports can put stress on the piping connections. Piping stresses can cause an air leak or component failure.

⚠ In hazardous environments, the booster must be mounted in a manner which enables electrical continuity to ground to prevent build-up of electrostatic charge which could trigger a fire or explosion.

⚠ The air piping components must have a pressure rating suitable for the intended service. Inadequately rated connections could fail and cause a leak or explosion.

⚠ The piping connections must be installed in a manner which prevents piping stresses from acting on the booster air inlet and discharge manifolds. Stress on the manifold can cause distortion and cause a leak or explosion.

⚠ Improper seal material selection or operating temperatures outside the recommended range for the booster can cause an air leak which will shorten the operating life of the booster.

7. Startup

1 Supply Air to the Booster

1a The maximum allowable discharge pressure for the boost section of the assembly is 696 psi (48 bar). The maximum discharge pressure (MDP) of the booster is calculated by multiplying the drive air pressure (DAP) by four and adding the supply pressure (SP).

MDP = (4 * DAP) + SP
Maximum Boost Pressure Equation

For example, if the regulated drive air pressure is 80 psi and the supply process air pressure is 100 psi the maximum discharge pressure will be 420 psi. Do not supply air pressure above 125 psi because the booster can exceed the 696 psi (48 bar) maximum discharge pressure.

This booster can raise the pressure of the supply process air by a maximum of five times the supply process air pressure. Operating with supply air pressures above 125 psi it is possible to exceed the maximum allowable discharge pressure of 696 psi (48 bar). Be careful when working with supply air pressures above 125 psi for it could result in booster failure or explosion. Downstream components must be rated to meet this pressure or be protected by a safety relief device.

1b The regulator handle has a locking feature. Pull the handle out to unlock and push in to lock. Unlock the handle and turn it counterclockwise (decreasing the pressure setting as shown by the directional arrows on top of the handle) as far as possible to the minimum discharge pressure setting of 0. Open the air supply valve. Air should flow through the inlet check valves, boost cylinder, and discharge check valves. If it does not, check to make sure the discharge lines are connected to the correct ports. Air should not flow into the drive cylinder and the booster should not cycle. Check the process air wetted components for leaks.

Operating temperatures or pressures outside the recommended range for the booster can cause a leak or explosion.

1c The air section of the booster is rated for a maximum of 125 psi. Turn the regulator handle clockwise so that it provides drive air to the booster. The booster will begin to cycle. If the process air discharge line is closed, the booster will pressurize the discharge line to the maximum boost pressure described above in section 7.1.1a and stop cycling. If there is discharge flow, the booster will automatically cycle as fast or slow as necessary to meet the required flow rate, as long as the flow required is within the operating envelope of the booster. While the booster is cycling, check the drive air wetted components for leaks.

8. Operation

1 Operating Conditions

1a The booster and discharge piping can get hot. Insulate the booster and discharge piping if operating temperature is high enough to create a burn or ignition hazard.

High operating temperatures may cause burns as workers come into contact with the booster and associated piping.

High operating temperatures may be an ignition source which could cause a fire or explosion in a hazardous location.

1b Make sure the drive air exhaust silencer is installed. Boosters without a silencer can produce sound levels above 85 decibels.

Operation of the booster without a drive air exhaust silencer may cause hearing damage to exposed workers.

2 Operating Characteristics

2a The booster will reciprocate as long as drive air is supplied and process air flow is required. The booster cycle rate will automatically adjust to meet the required flow rate.

8. Operation (continued)

3 Operating Life

3a The operating life of the booster seals is related to the distance the seals travel. At a 70 cycle per minute operating speed, the booster seals can provide over 2000 hours of service.

4 Rod Seal Leakage

4a The booster rod seals are not bubble tight. The process air leakage that occurs flows out of the vent port. This leakage rate is typically 0.05 to 0.2 standard cubic feet per hour.

9. Maintenance and Warranty

1 Lubrication

1a All of the booster dynamic seals are carbon fiber filled Teflon® and the control valve dynamic components are made from honed and lapped stainless steel with no elastomeric seals. No lubrication of any kind is required for the booster.

2 Filters

2a The booster air supply filter element should be replaced periodically.

3 Repairs

3a The booster seals and valves can be replaced after they have worn out. Use seal kit Model Number K42AAV48. Always perform pressure, leak and functional tests on a repaired booster before returning it to service.

⚠ An improperly assembled booster could cause a component failure which could result in leak or explosion.

3b The booster has been designed to utilize high strength fasteners. If it becomes necessary to replace any of the socket head cap screws on the booster, the replacement fasteners must be of the same grade.

⚠ Use of the wrong fasteners on the booster could cause an air leak or explosion.

3c When rebuilding the booster, use the torque values listed in Section 2.

3d Use proper assembly and disassembly techniques. Socket head cap screws should be incrementally tightened and loosened using a cross-pattern. Static o-rings should be lightly greased to aid installation. Surfaces in contact with the filled-Teflon® rod seals and piston seals should not be greased.

⚠ Improper torque values can cause a failure which could result in a leak or explosion.

4 Warranty

4a Midwest Pressure Systems, Inc. warrants these boosters to be free of defects in material and workmanship for a period of one year after installation. We will either repair or replace a failed unit returned by the customer. No other warranty is expressed or implied. Proof of the installation date is required. This warranty does not apply to equipment which has been abused, and is voided by failure to use a well-maintained inlet filter.