

# Schaffner

manufacturing company, inc.



SCHAFFNER CENTER, PITTSBURGH, PENNSYLVANIA 15202

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Manufacturing Plants: Emsworth, PA 15202 and 4643 North Delta Drive, Jackson MS 39213

**THROUGHOUT THE BUFFING AND POLISHING INDUSTRY, SCHAFFNER'S HAS EARNED A REPUTATION OF BEING ABLE TO TAILOR-MAKE BUFFS, BUFFING COMPOUNDS, FLAPWHEELS AND ABRASIVE BELTS TO FIT SPECIFIC NEEDS...**



SPECIAL CONTOURING OF FLAPWHEELS, UNUSUAL SIZE OR DIMENSION OF BUFFING COMPOUND, UNIQUE KEYWAYED ARBORS FOR BUFFS, COLOR CODING FLAPWHEELS TO DISTINGUISH A COARSE GRIT FROM A FINE GRIT WHILE THE WHEEL IS BEING USED, SPECIAL THICKNESS OR VISCOSITY FOR LIQUID COMPOUND, SPECIFIC SURFACE TREATMENTS FOR FLAPWHEELS, SPECIAL PACKAGING...  
—THESE ARE JUST SOME OF THE WAYS SCHAFFNER HAS EARNED ITS REPUTATION.

**ALL OF THESE THINGS HAVE BEEN ACCOMPLISHED AT THE REQUEST OF OUR CUSTOMERS  
GIVE US A CHANCE...**

TO CONTINUE THIS PROBLEM-SOLVING, PRODUCTION-INCREASING SERVICE FOR YOU BY SHARING WITH US YOUR PARTICULAR REQUIREMENTS.

--- WE'LL DO EVERYTHING WE CAN FOR YOU AS WE HAVE FOR THOUSANDS OF CUSTOMERS IN THE PAST!

IN ORDER TO GET THE ULTIMATE SHINE ON YOUR PRODUCTS--  
THE BASIC BUFFING MOTIONS ARE:  
**CUT BUFFING** - WHERE THE WORK-  
PIECE TRAVELS AGAINST THE MOTION OF  
THE BUFFING WHEEL, USING MEDIUM TO HARD  
PRESSURE - AND ---  
**COLOR BUFFING** - WHERE THE WORK-  
PIECE TRAVELS WITH THE MOTION OF THE BUFF-  
ING WHEEL WITH MEDIUM TO LIGHT  
PRESSURE.



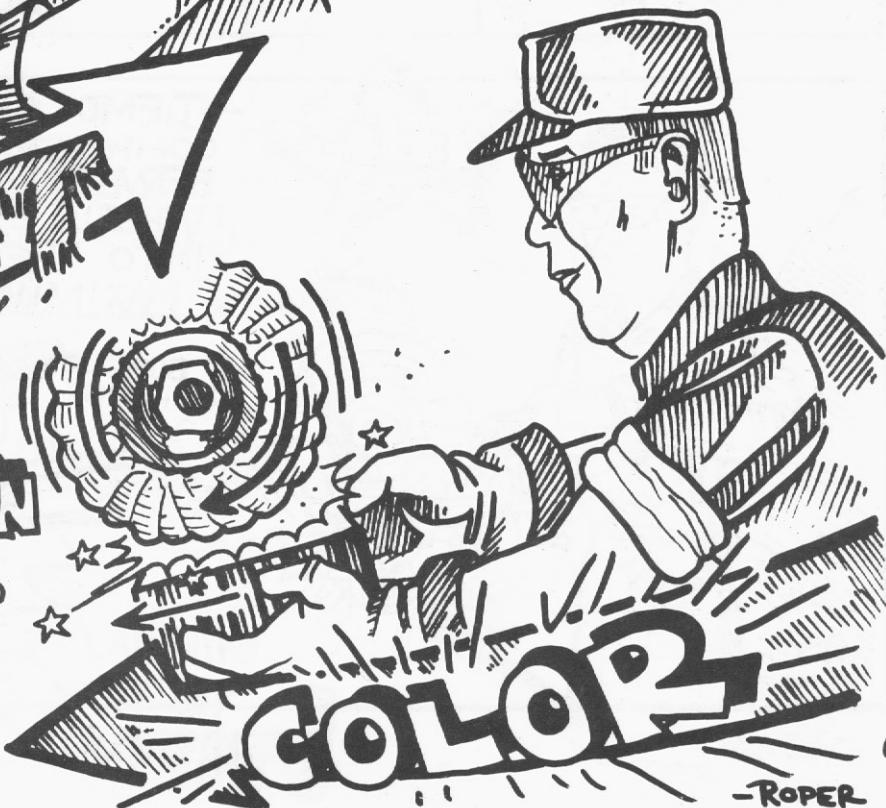
## **CUT MOTION EQUALS So-so**

SMOOTH SURFACE,  
SEMI-BRIGHT & UNIFORM  
BUT WITH RESIDUE  
LEFT ON MATERIAL

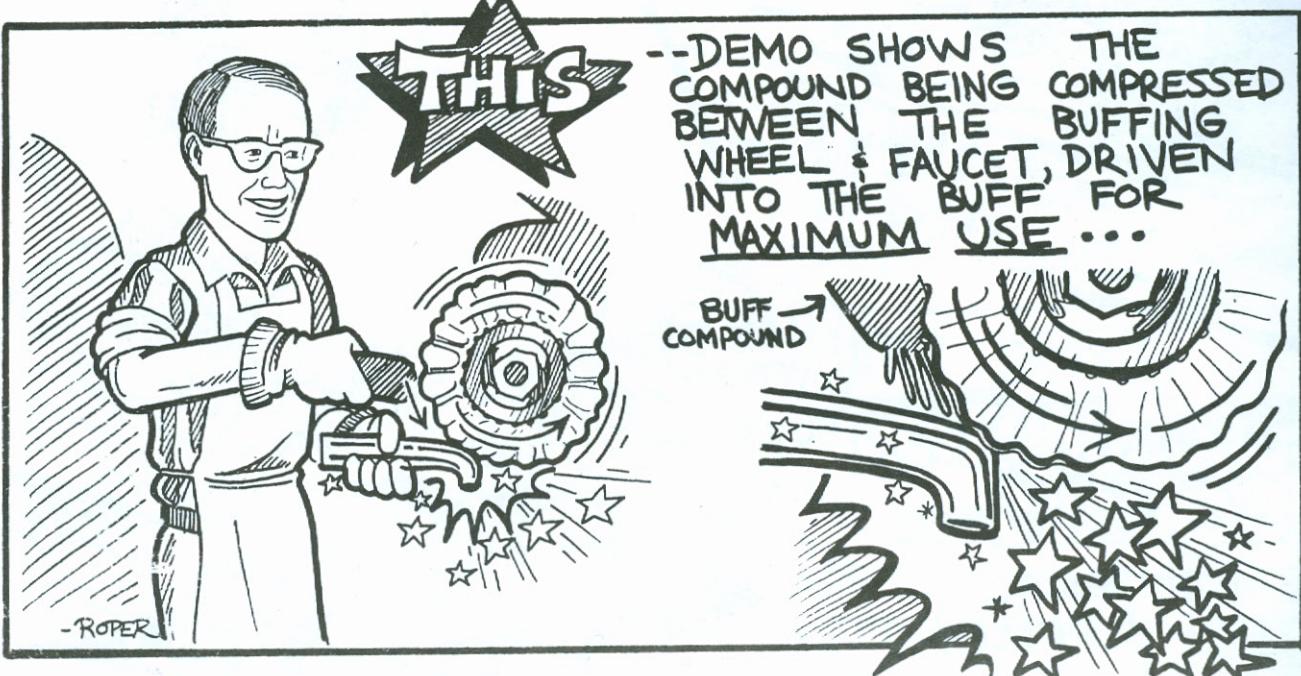
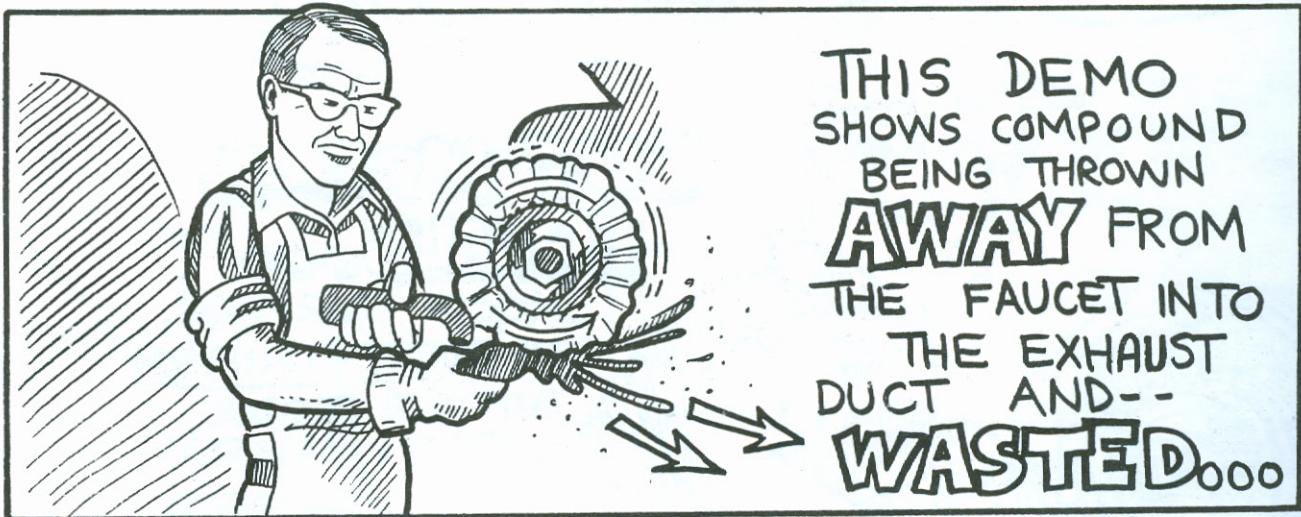
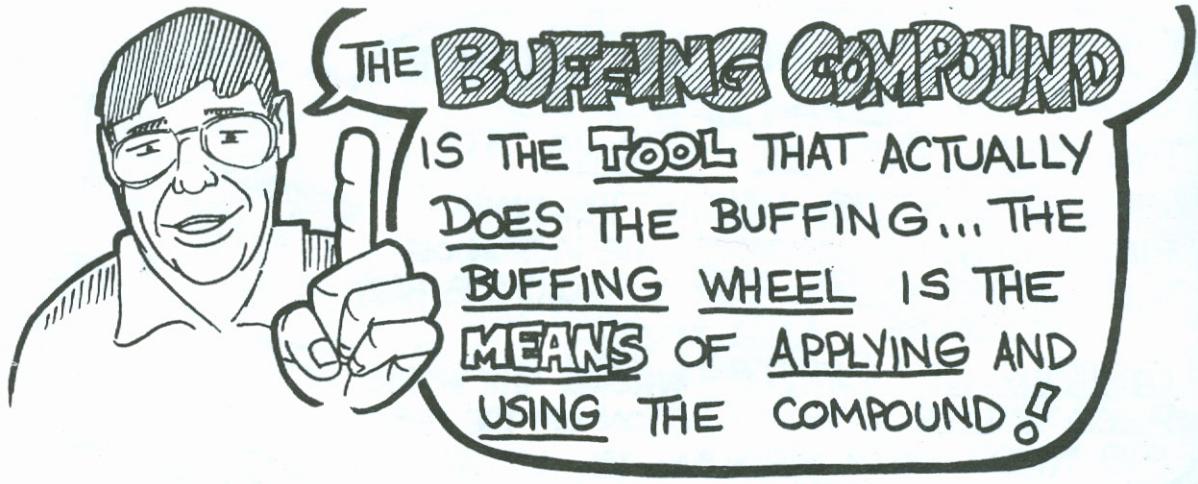


## **COLOR MOTION EQUALS So-so**

A BRIGHT, SHINY &  
CLEAN SURFACE,  
REQUIRES LITTLE  
PRESSURE



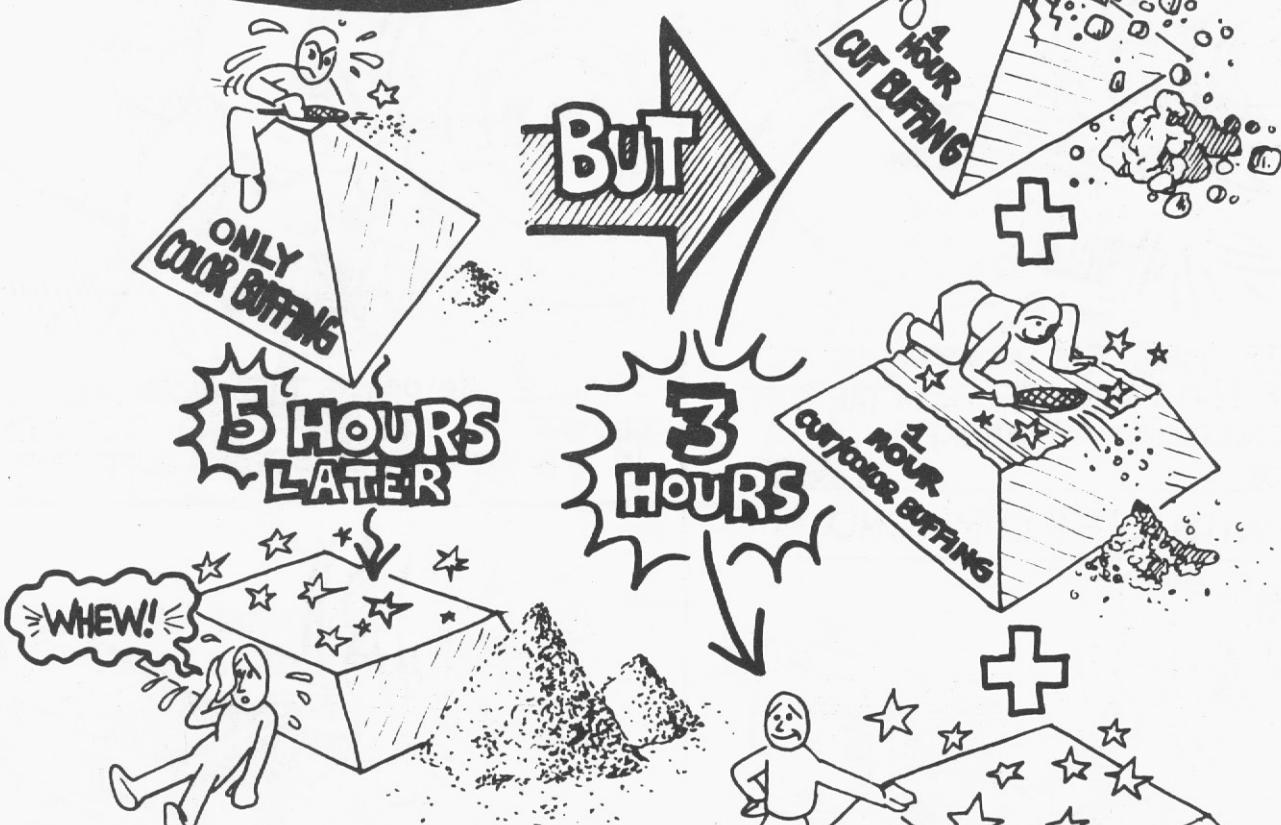
-ROPER



BUFFING AND POLISHING ARE DANGEROUS OCCUPATIONS THAT REQUIRE SAFETY STANDARDS AND CONTROLS FOR ALL OF THE PERSONNEL INVOLVED. IT SHOULD BE NOTED THAT PAGES 2 AND 12 ILLUSTRATE THE APPLICATION OF COMPOUND OR GREASE STICK BY HAND ABOVE THE WORK PIECE. SUCH APPLICATION IS SAFE ONLY WHEN HAND BUFFING OR POLISHING. AUTOMATIC OR SEMI-AUTOMATIC OPERATIONS THAT CREATE PINCH POINTS SHOULD BE THOROUGHLY REVIEWED WITH YOUR SAFETY OFFICE BEFORE ANY COMPOUND OR GREASE STICK IS APPLIED BY HAND.

FOR **ECONOMY** OF  
LABOR AND MATERIAL, THE  
BUFFER SHOULD FIRST DETERMINE  
HOW MUCH COLOR IS REQUIRED...

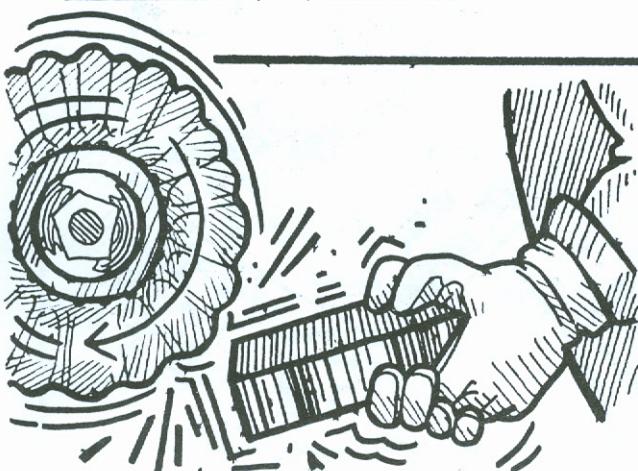
KEEPING IN MIND  
HOW MUCH LESS TIME  
IS REQUIRED BY PRECEDING  
THE COLOR BUFF OPERATION  
WITH ONE OR MORE  
CUT OR CUT/COLOR  
OPERATIONS.



A LITTLE TIME & PLANNING  
EFFORT SAVES ALOT OF  
COST # AND SWEAT!

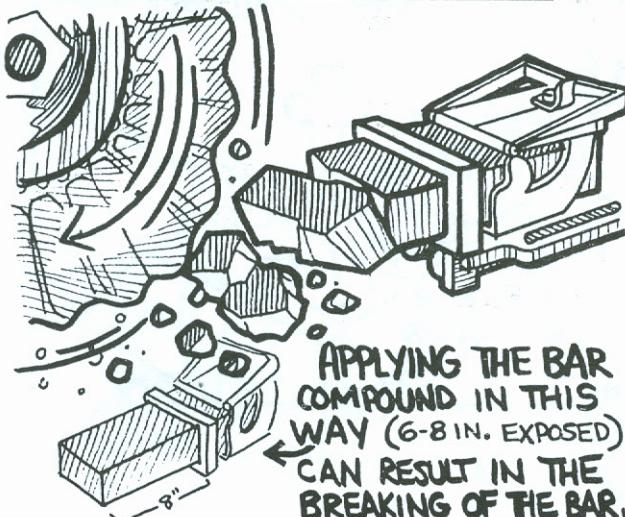
**BOTH THE WORKPIECE AND THE BAR-BUFFING COMPOUND SHOULD BE CHUCKED OR GRIPPED CLOSE TO THE END IN CONTACT WITH THE BUFF!**

**WITH WORKPIECE..**

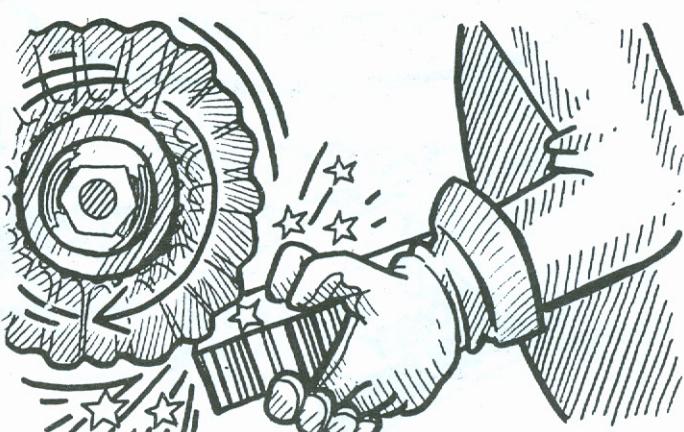


GRIPPING THE WORKPIECE AT THE END FARthest FROM THE BUFF RESULTS IN VIBRATION --

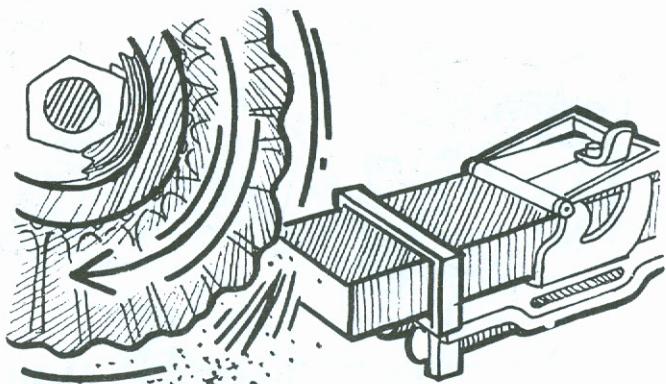
**WITH BUFF COMPOUND..**



APPLYING THE BAR COMPOUND IN THIS WAY (6-8 IN. EXPOSED) CAN RESULT IN THE BREAKING OF THE BAR...



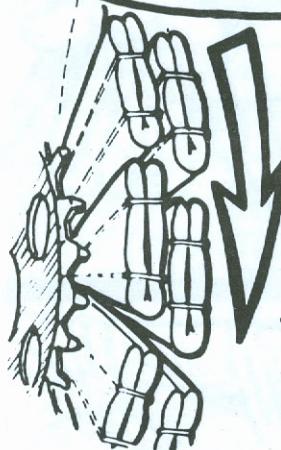
- WHILE GRIPPING THE WORKPIECE CLOSER TO THE BUFF-END RESULTS IN A SMOOTH AND STEADY BUFF JOB.



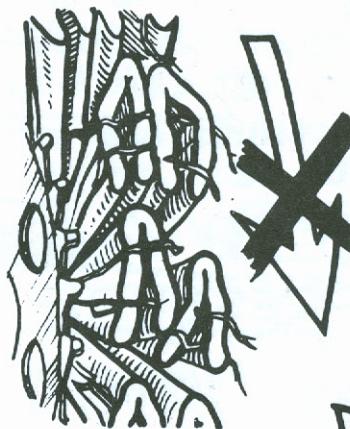
4 - WHILE EXPOSING ONLY 2 TO 3 INCHES OF THE BAR TO THE BUFF FACE RESULTS IN EVEN COVERAGE AND LONG LIFE OF THE BAR. -ROPER

# FOR SAFETY AND SAVINGS

OF MATERIALS, THE BUFFS  
SHOULD BE PLACED ON THE  
ARBOR SO THAT THE AIR  
TURBULENCE AND WORK-PIECE  
PRESSURE HOLD THE BUFF-  
TAILS CLOSED.



BUFF SHOULD  
TURN AWAY  
FROM THE  
TAILS FOR  
LONGER LIFE.



BUFF  
RUNNING  
BACKWARDS  
RESULTS:  
TORN,  
SHORT-LIVED,  
DANGEROUS!



LIKEWISE, THIS BUFF  
SHOULD RUN WITH THE  
TAILS (EXPOSED HERE)  
HELD AGAINST THE BUFF  
BY THE AIR TURBULENCE  
OR THEY WILL FLARE  
OUT...

-BACKWARD ROTATION OF THE BUFF MAY CAUSE THE AIR TURBULENCE TO OPEN THE TAILS AND THE WORKPIECE TO BE GRABBED AND TORN FROM THE FIXTURE OR THE CLOTH FROM THE BUFF.



- ROPER

BUFF SPEED AND BUFF PRESSURE ARE TWO ELEMENTS THAT MUST WORK TOGETHER TO PRODUCE BEST FINISH, SAFETY AND ECONOMY.

THE PROPER PRESSURE MUST BE APPLIED TO THE WORK PIECE TO PRODUCE THE FRICTION THAT ALLOWS THE COMPOUND TO BUFF. INADEQUATE PRESSURE GIVES NO BUFFING ACTION.

EXCESS PRESSURE WILL CAUSE THE BUFF SPEED TO BE REDUCED AND/OR THE BUFF TO COLLAPSE AND THE OPERATION TO BE

LESS EFFICIENT!

### TOO MUCH PRESSURE



#### -RESULTS OF TOO MUCH PRESSURE...

1. V-BELTS SLIP, ESPECIALLY IF NUT IS NOT TIGHT
2. BUFF WILL SLIP ON ARBOR SHAFT
3. BUFF WILL COLLAPSE

POSSIBLE FIRES  
AND BURNINGS

### CORRECT AMOUNT OF PRESSURE



6



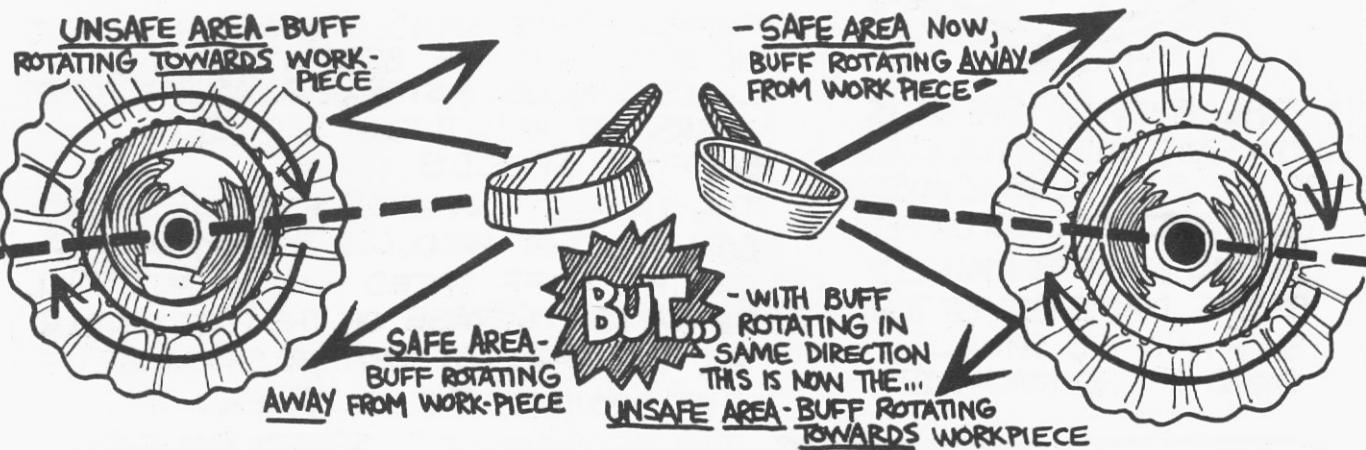
BUFF NOT  
COLLAPSED  
OR GAPPED.

ROPER-

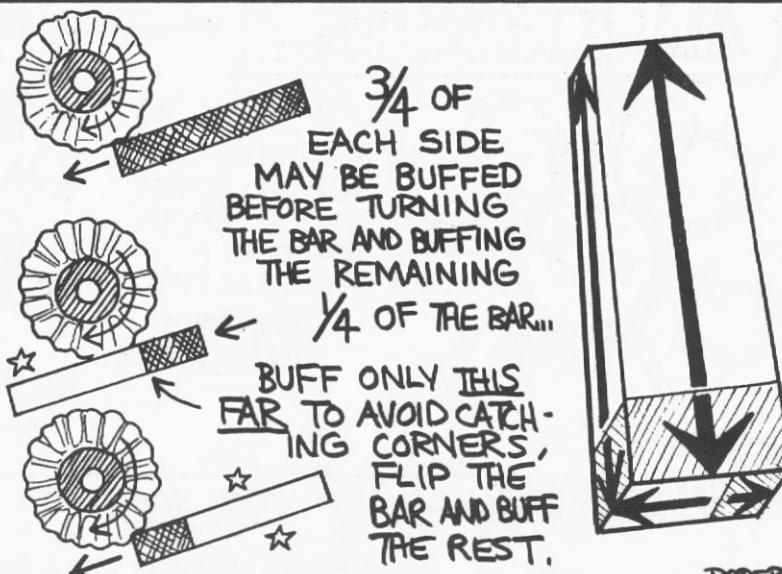
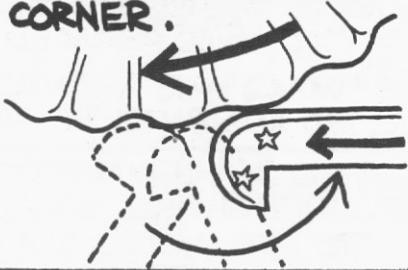
FOR SAFETY'S SAKE,  
ALL BUFFS SHOULD BE  
DIVIDED INTO TWO AREAS:  
1) THAT UNSAFE AREA WHICH  
IS ROTATING TOWARDS THE  
WORKPIECE, - AND ---  
2) THAT SAFE AREA  
WHICH IS ROTATING AWAY  
FROM THE WORKPIECE.



THE DIVIDING LINE BETWEEN THOSE TWO AREAS IS  
A LINE FROM THE WORKPIECE THRU THE ARBOR. THE PRESSURE  
AGAINST THE BUFF WITH THE WORKPIECE MUST BE FROM A  
DIRECTION THAT CAUSES CONTACT ON THAT AREA OF THE BUFF  
WHICH IS ROTATING AWAY FROM THE WORKPIECE.



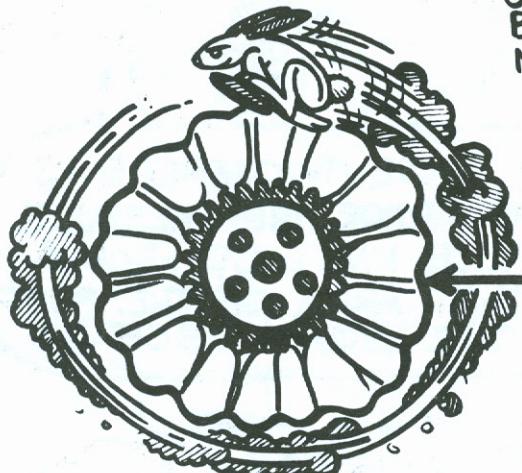
WHEN BUFFING OR POLISHING  
A PRODUCT THAT HAS SHARP  
CORNERS, EDGES, OR "HOOKS",  
THESE AREAS SHOULD BE  
BUFFED SO THAT THE BUFF  
FLOWS OFF (AWAY FROM)  
THE EDGE OR HOOK RATHER  
THAN CATCH ON THE  
CORNER.



- ROPER

# WHY ARE THE BUFF & CENTER DIAMETERS IMPORTANT?

BUFFING IS MOST EFFICIENTLY ACCOMPLISHED WITHIN SPECIFIC SPEED RANGES, AS RECOMMENDED IN THE SCHAFFNER CATALOGUE. (IF YOU DON'T HAVE ONE, JUST ASK FOR YOUR COPY!) OPERATING ABOVE THESE RECOMMENDED SPEEDS CAN CAUSE BURNING OF THE BUFF & LACK OF COMPOUND RETENTION. OPERATING BELOW THESE RECOMMENDED SPEEDS WILL NOT PRODUCE SUFFICIENT POLISHING ACTION.



DIFFERENT BUFF  
SIZES, THUS  
DIFFERENT SPEEDS  
**BUT SAME  
RPM**



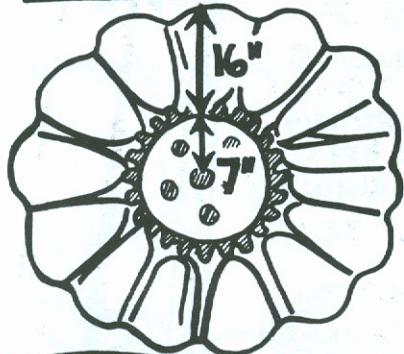
- THE BUFFING SPEED IS HOW FAST THE OUTER EDGE OF THE BUFF RUBS ACROSS THE PART BEING BUFFED.

- THIS IS DETERMINED BY THE DIAMETER OF THE BUFF AND THE SPINDLE SPEED OF THE MACHINE.

NORMALLY, THIS SPINDLE SPEED REMAINS THE SAME, BUT THE BUFF DIAMETER BECOMES SMALLER & SMALLER AS THE BUFF WEARS OUT, RESULTING IN SLOWER BUFFING SPEEDS.

THE LARGEST DIAMETER POSSIBLE SHOULD BE USED THAT PRODUCES THE UPPER END OF THE BUFF SPEED RANGE (AND STILL PERMITS COVERAGE OF THE PART CONTOUR) AND THE SMALLEST CENTER SHOULD BE USED THAT PROVIDES THE LOWER END OF THE RECOMMENDED SPEED RANGE.

## AN EXAMPLE



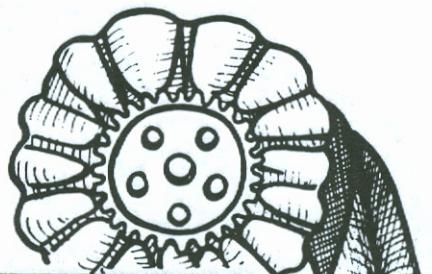
- IF  $16'' \times 7''$   
PRODUCES THE  
TOP AND BOTTOM  
OF THE SPEED  
RATIO AT A  
PARTICULAR RPM,  
**THEN**

- 1) A  $20'' \times 7''$  WILL HAVE A BUFF DIAMETER THAT IS TOO BIG, THUS TOO FAST FOR THE JOB.
- 2) A  $14'' \times 7''$  WILL HAVE A BUFF DIAMETER THAT IS TOO SMALL AND WILL HAVE TO BE REPLACED MORE OFTEN.
- 3) A  $16'' \times 9''$  WOULD BE A WASTE SINCE THE CENTER IS TOO BIG AND THE BUFF WOULD HAVE TO BE REPLACED TOO OFTEN.
- 4) A  $16'' \times 5''$  WOULD HAVE A CENTER TOO SMALL, THUS TOO SLOW FOR THE JOB.

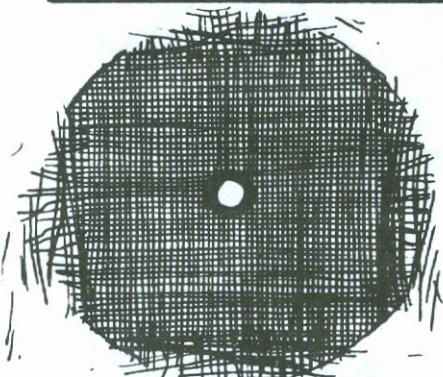
SCHAFFNER CAN PROVIDE YOU WITH BUFFS UP TO  $26''$  IN DIAMETER & CENTER SIZES OF  $3, 5, 7$  OR  $9''$  IN DIAMETER. WITHIN THIS RANGE, YOU CAN HAVE A BUFF "TAILOR-MADE" TO FIT YOUR JOB! 8

# WHY SHOULD YOU USE A "BIASED-TYPE" BUFF?

- WHEN YOU BUFF WITH A CLOTH THAT HAS BEEN CUT ON THE BIAS (A 45° ANGLE TO THE WEAVE) THE EDGES OF THE CLOTH CANNOT UNRAVEL, GIVING LONGER BUFF LIFE. A BIASED-EDGE ALSO PROVIDES MORE THREAD ENDS FOR THE EDGE OR FACE OF THE BUFF TO HOLD COMPOUND.



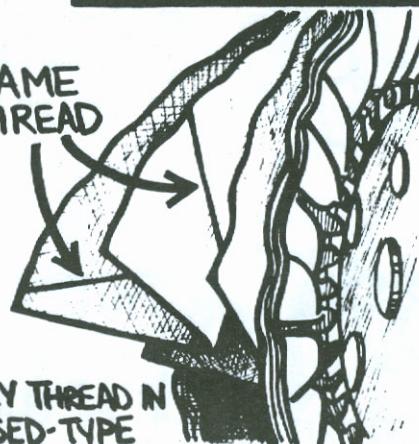
## FULL DISC BUFF



THE SHORT PIECES OF THREAD CAUSED BY THE ARC OF THE BUFF FRAY VERY EASILY (ESPECIALLY DURING BUFFING)

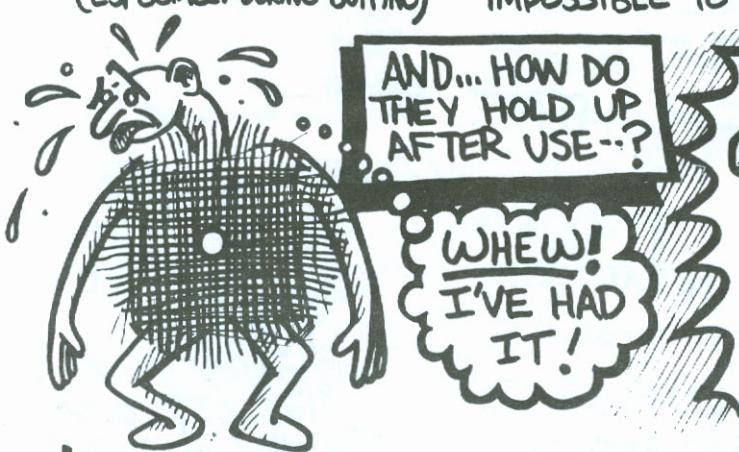
## BIASED-TYPE BUFF

SAME  
THREAD



NOTICE ANGLE TO THE WEAVE ON THE EDGE OF THE CLOTH

EVERY THREAD IN A BIASED-TYPE BUFF EXTENDS FROM THE OUTER EDGE OF THE BUFF, DOWN INTO THE METAL CENTER AND BACK OUT THE OPPOSITE SIDE. MAKES IT IMPOSSIBLE TO BE PULLED LOOSE!



WHW!  
I'VE HAD  
IT!



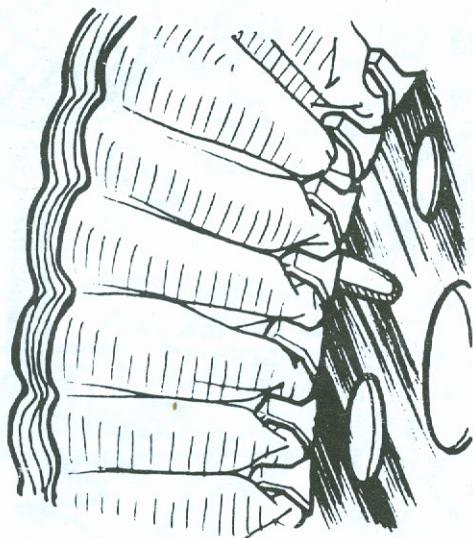
- WHILE THE  
BIASED-TYPE  
BUFF IS STILL  
SUPER-TOUGH!

ROPER

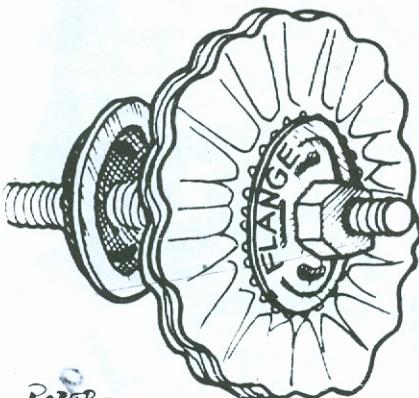
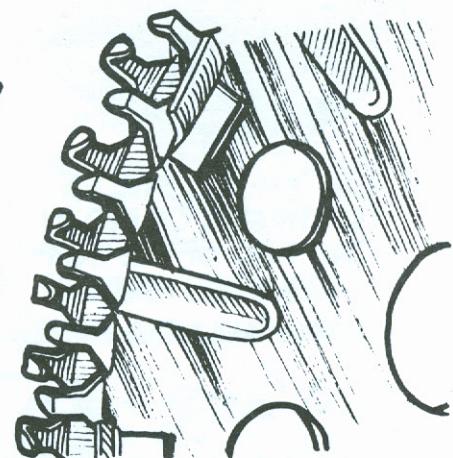
ALL SCHAFFNER METAL-CENTER BUFFS  
ARE MADE WITH BIASED CLOTH...!



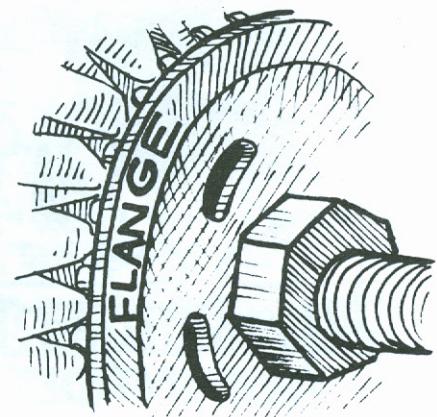
THE CLOTH OF A METAL CENTER, BIASED-TYPE BUFF IS HELD IN PLACE BY A STEEL-TOOTHED, CLINCH-RING. FOR **SAFE** OPERATION, FLANGE PRESSURE MUST BE MAINTAINED AT THE CUTTER EDGE OF THE METAL RING.

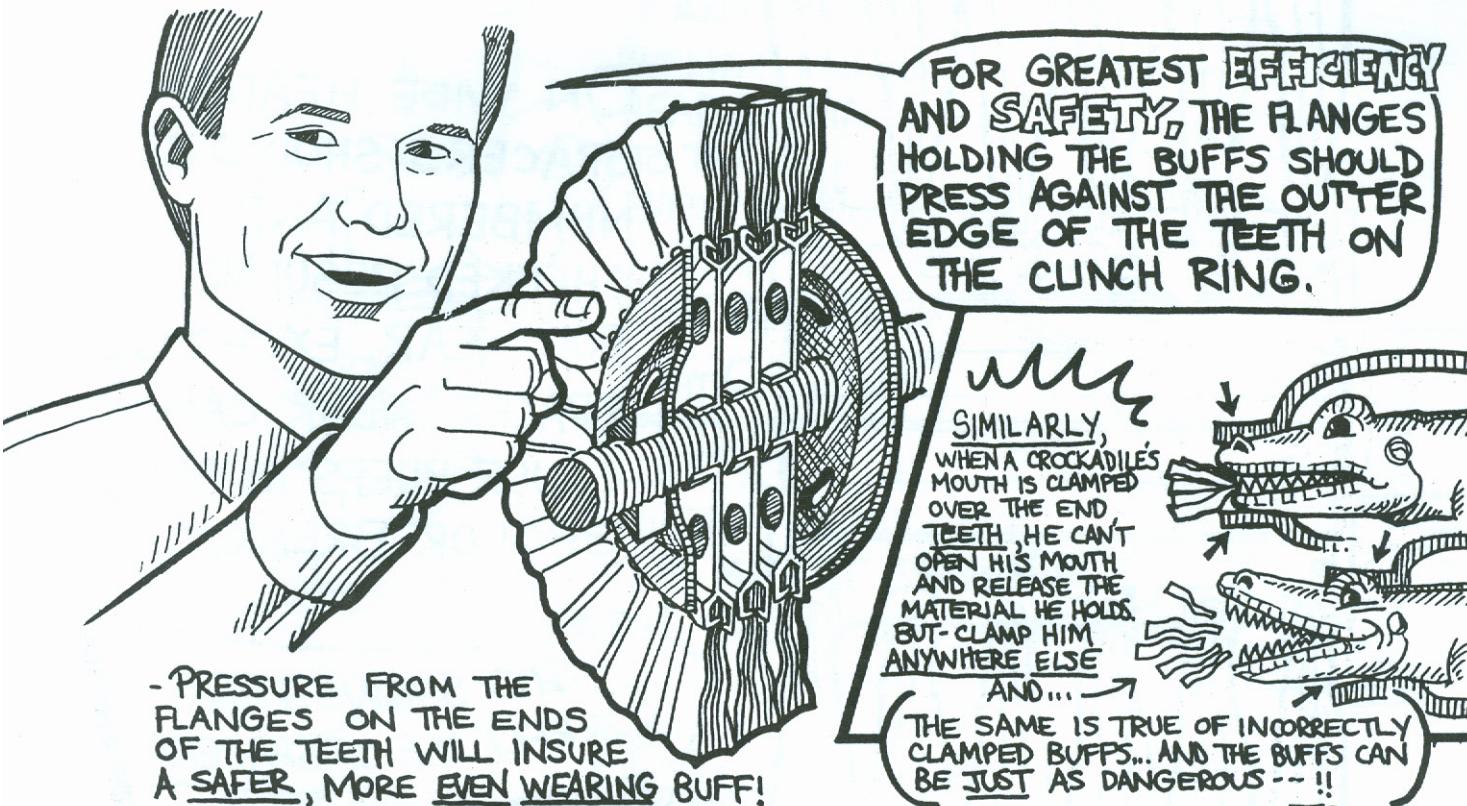


THIS CUT-AWAY VIEW OF A BUFF SHOWS HOW ALTERNATING TEETH HOLD THE BUFF CLOTH IN PLACE



NOTE HOW THE FLANGE COMES TO THE CUTTER EDGE OF THE METAL TEETH--

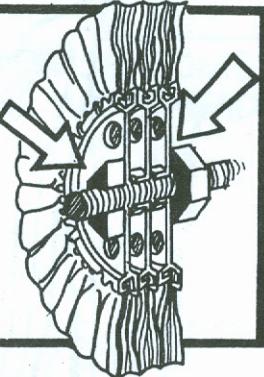




## MISTAKES

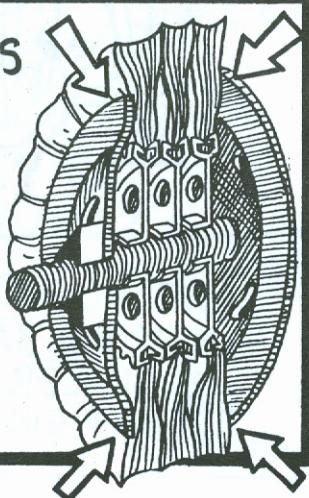
### 1. FLANGES NOT USED

PRESSURE FROM NUTS ON WEAKEST PART OF WHEEL ...



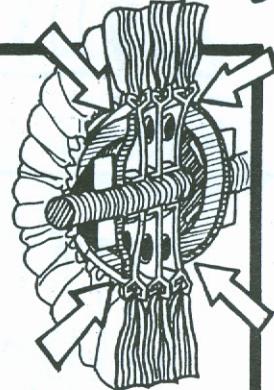
### 2. FLANGES USED ARE TOO LARGE

AND THE PRESSURE IS ON THE CLOTH MATERIAL.



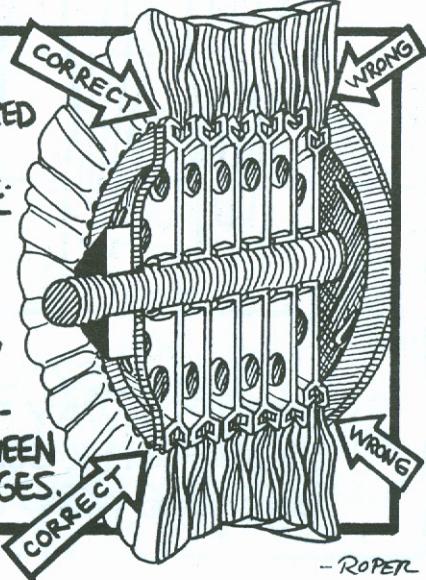
### 3. FLANGES USED ARE TOO SMALL

(AS BAD AS NO FLANGES AT ALL ...)

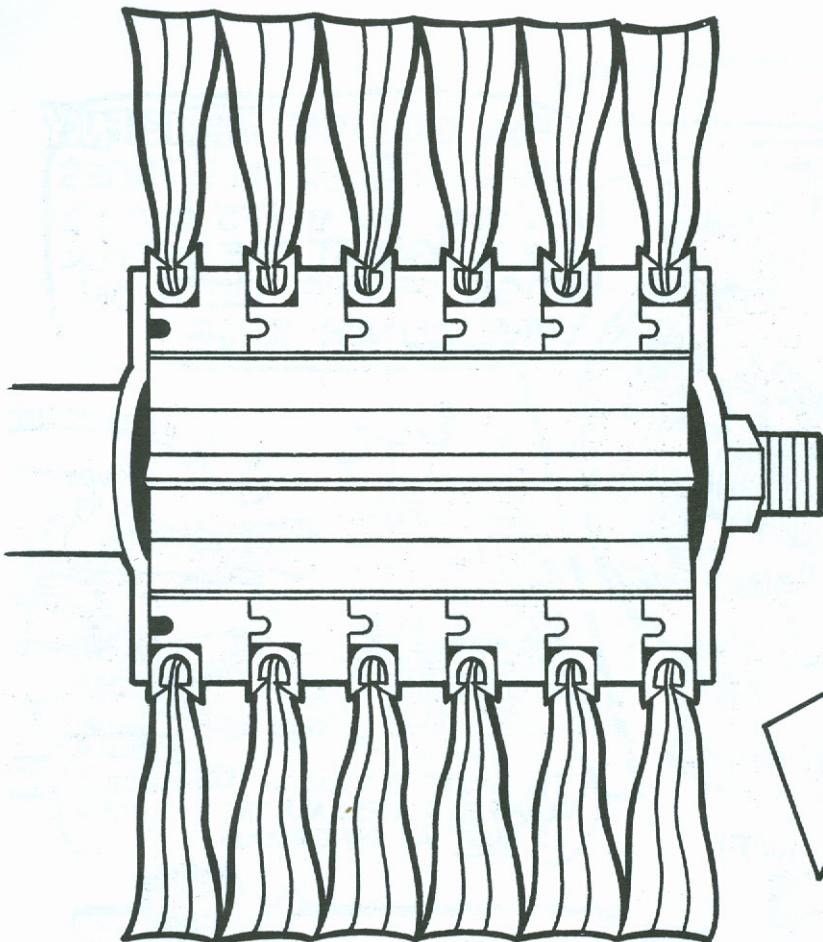


### 4. FOR A CONTOURED BUFF,

CENTER SECTIONS MUST BE THE SAME DIAMETER, TO MAINTAIN PRESSURE BETWEEN THE FLANGES.

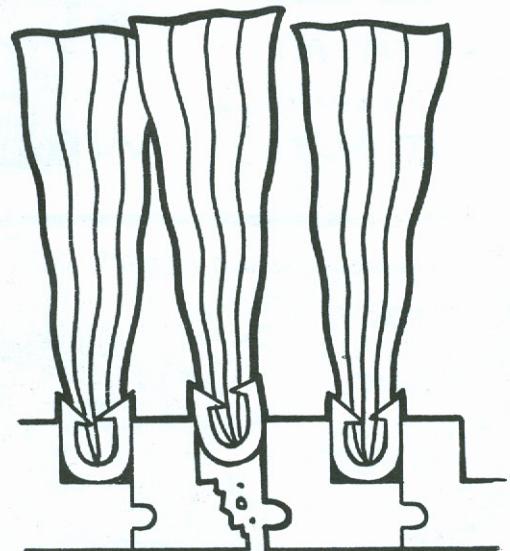


-ROPER

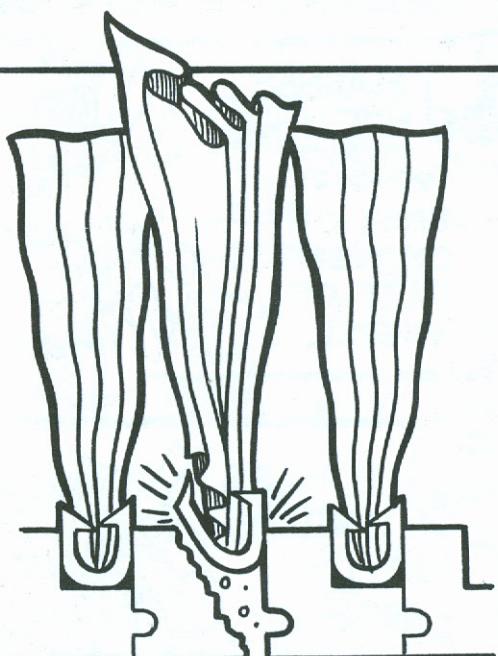


ON WIDE HEADS,  
SPACERS SHOULD BE  
NUMBERED AND  
CHECKED REGULARLY  
FOR WEAR. EXCESSIVE  
SPACER WEAR CAN  
CAUSE BUFFS TO SLIP,  
SPIN OR BREAK.

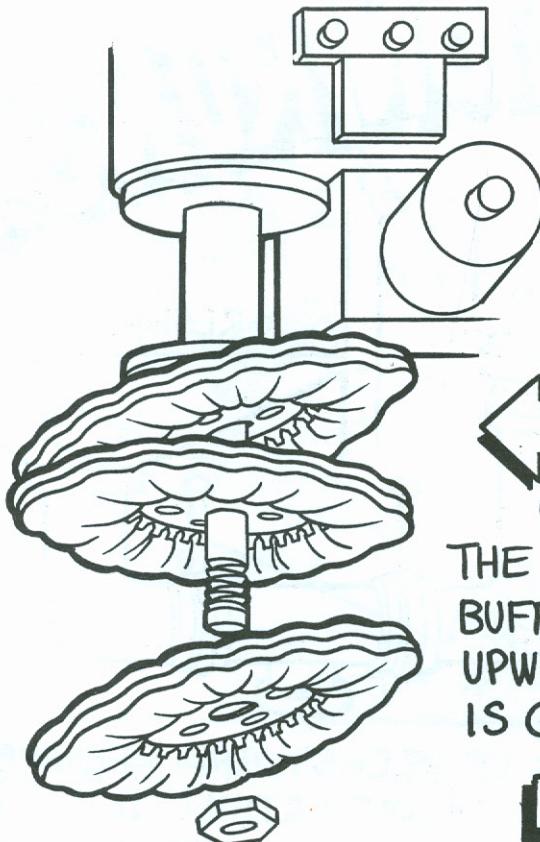
THIS SHOWS THE  
CORRECT USE OF SPACERS.



WHEN A SPACER LIP  
WEARS AWAY THE BUFF  
LACKS PROPER SUPPORT AND THE  
BUFF RING WORKS BACK AND FORTH...

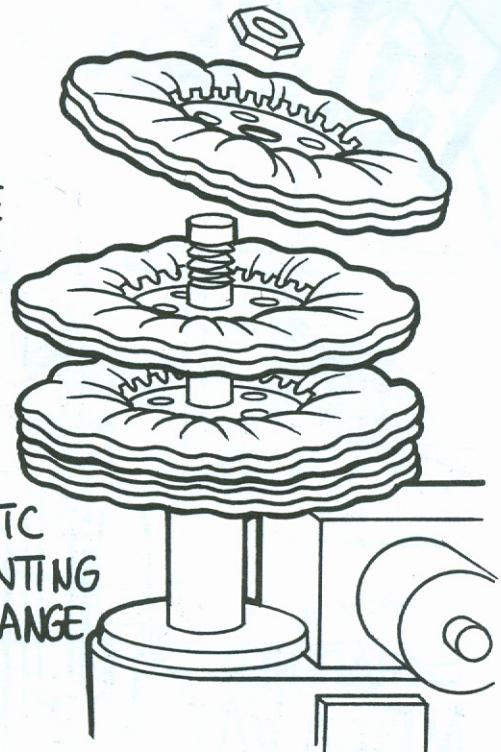


- EVENTUALLY WEARING  
AWAY THE BACK WALL OF  
THE SPACER AND CAUSING  
THE BUFF RING TO BREAK.



WHEN THE SHAFT OF AN AUTOMATIC BUFFING MACHINE HEAD IS POINTING TO THE GROUND, EVERY BUFF CHANGE IS DIFFICULT AND TIME CONSUMING.

**HARD TO LOAD**

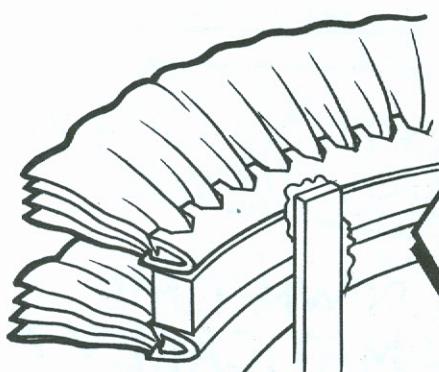
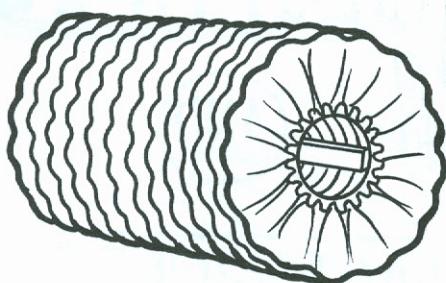


CONVERSELY, IF THE SHAFT OF AN AUTOMATIC BUFFING MACHINE IS POINTING UPWARD, EVERY BUFF CHANGE IS QUICK AND EASY.

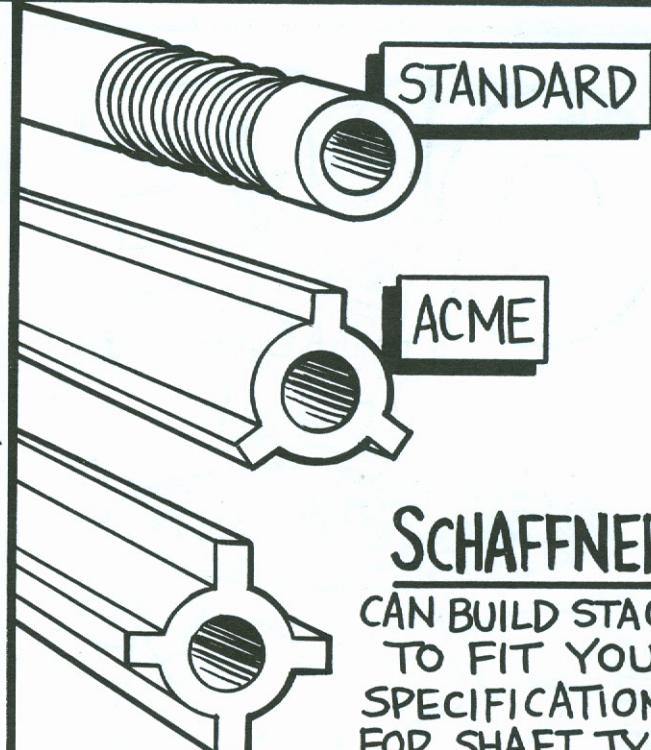
**EASY TO LOAD**

SOME APPLICATIONS PROHIBIT TURNING THE HEAD SO THE SHAFT POINTS UPWARD. LIKEWISE, SOME APPLICATIONS REQUIRE WIDE HEAD BUFFS INTERMIXED WITH SPACERS.

IN THIS CASE, CONSIDER A PATENTED **SCHAFFNER STACK BUFF!**



DRIVE BARS HOLD BUFFS AND SPACERS FIRMLY IN PLACE



**HARPER**

**SCHAFFNER**  
CAN BUILD STACKS TO FIT YOUR SPECIFICATIONS FOR SHAFT TYPE, BUFF DIAMETER, BUFF WIDTH AND SPACING. ALL BUFFS ARE BALANCED AND STACKS COMPRESSED.

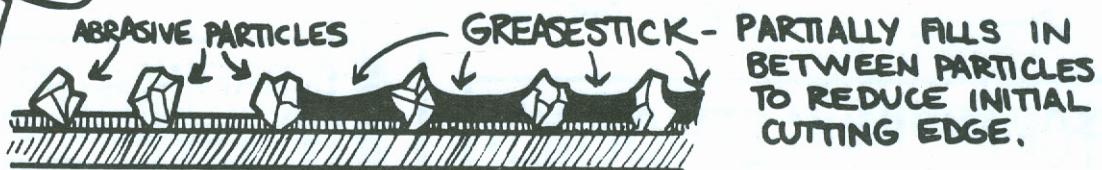
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PROPER USE OF A GREASESTICK  
ON ABRASIVE BELTS AND  
FLAPWHEELS IS VERY  
**IMPORTANT!**

## ABRASIVE BELTS

- 1) USE OF A GREASESTICK MAKES  
A BRAND- NEW BELT CUT SOFT  
AND UNIFORM ...

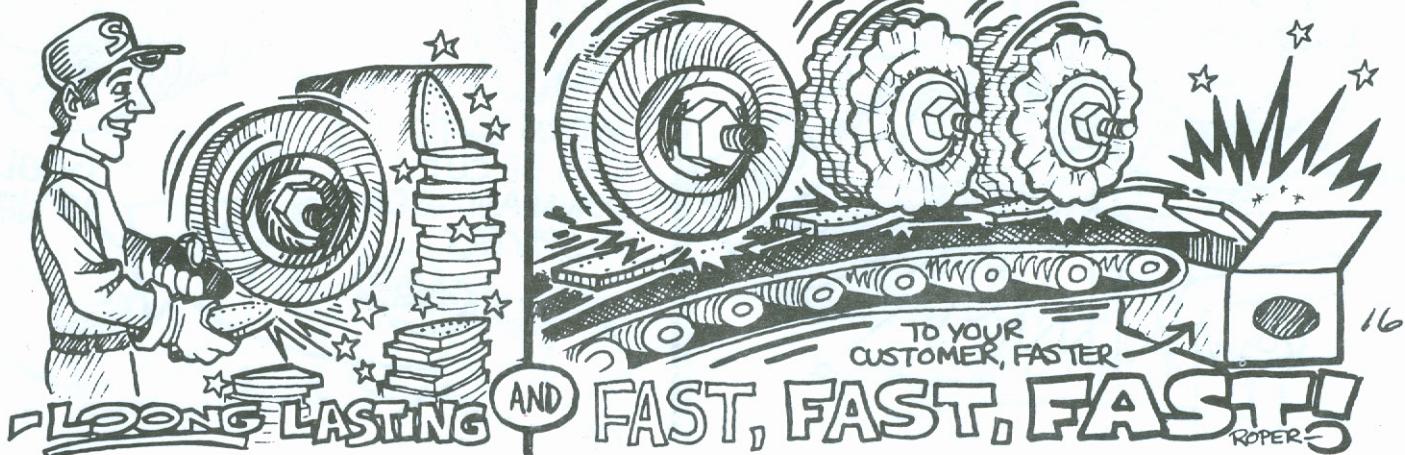


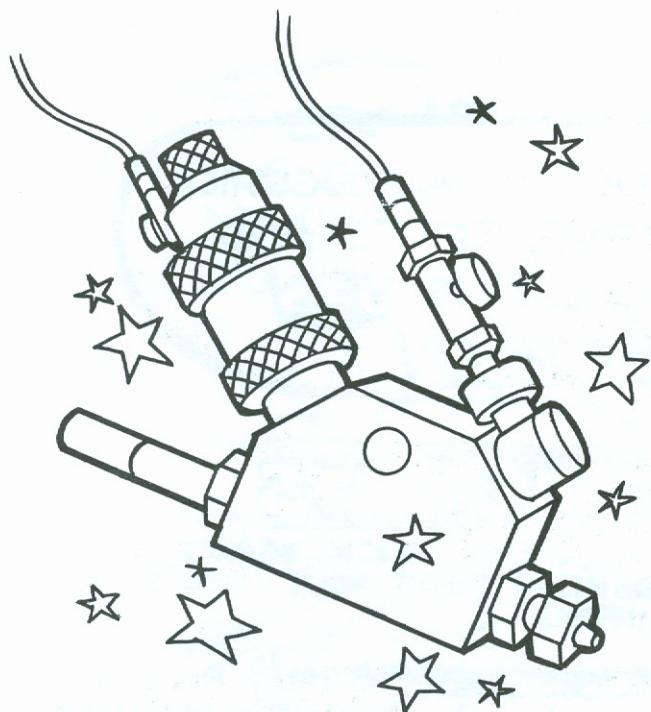
- 2) USE OF A GREASESTICK PROLONGS THE LIFE OF A  
PARTIALLY WORN-OUT BELT BY ENABLING IT TO CONTINUE  
TO CUT BECAUSE THE HOT- METAL PARTICLES CANNOT BE WELDED  
TO THE BELT.



## FLAPWHEELS

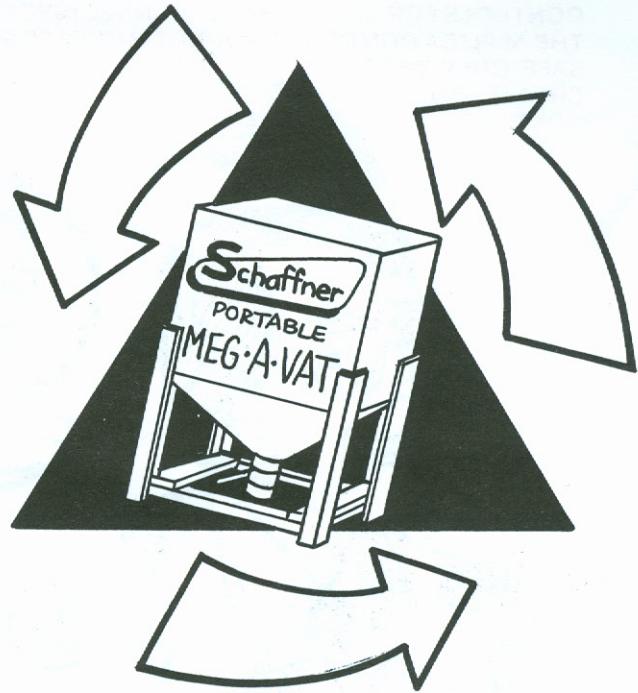
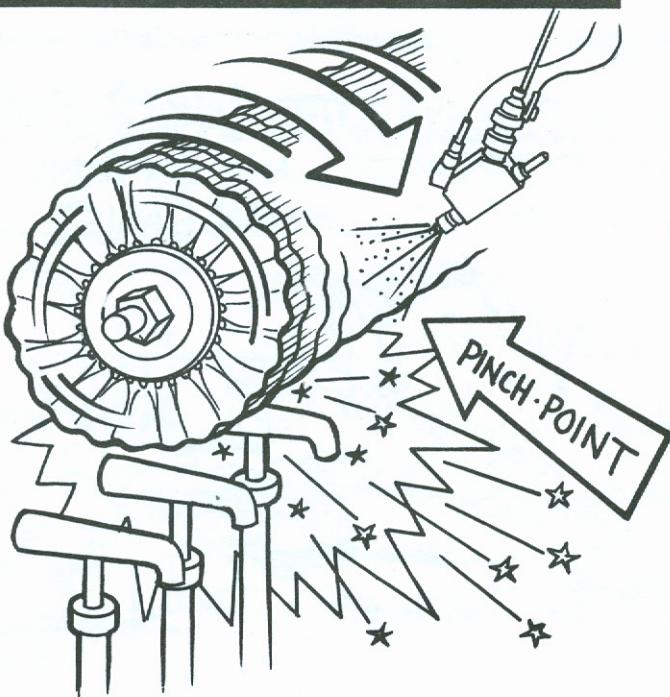
= USE OF A GREASESTICK ON A **SCHAFFNER FLAPWHEEL**  
EXTENDS THE LIFE OF THE FLAPWHEEL AND SOFTENS  
THE CUT TO MAKE THE BUFFING OPERATIONS THAT FOLLOW EASIER.



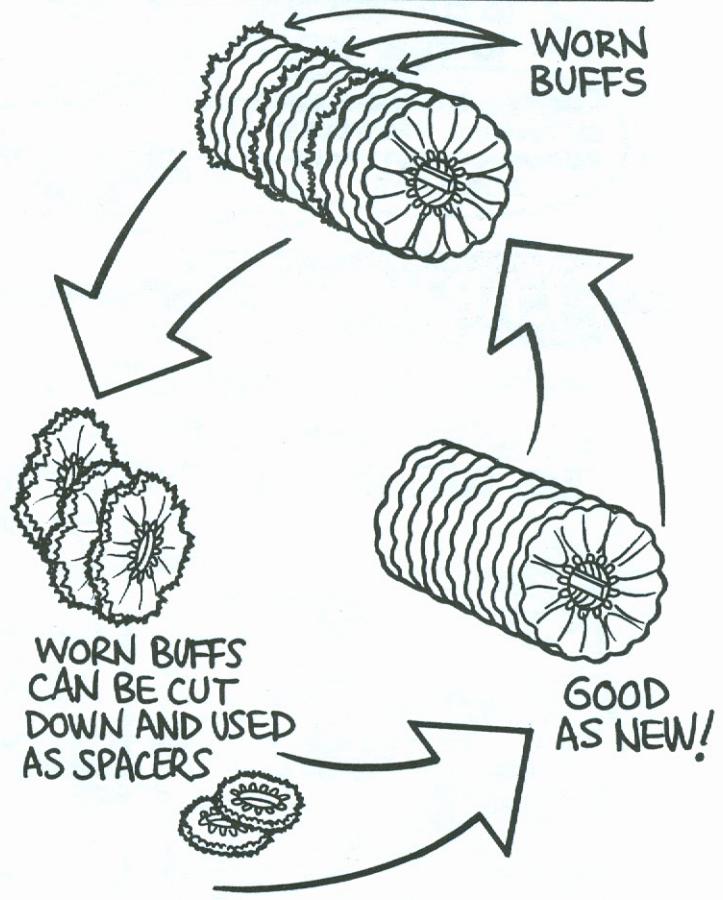


## FOR MAXIMUM EFFICIENCY:

- SPRAY GUNS SHOULD BE CHECKED AND REPAIRED REGULARLY.
- COMPOUND SPRAY SHOULD BE ANGLED AT THE PINCH POINT TO REDUCE OVERSPRAY.



SCHAFFNER NO NUBBIN COMPOUND SYSTEM AND RECYCLING OF STACK BUFF COMPONENTS REDUCE WASTE.



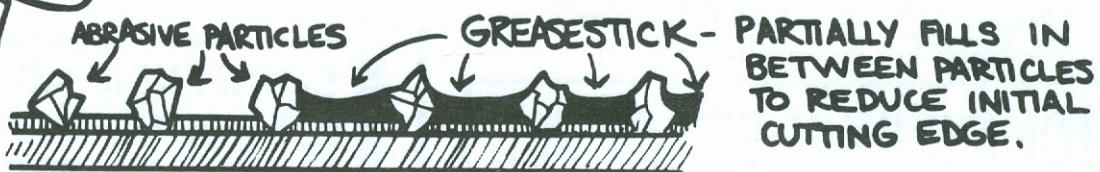
BUFFING AND POLISHING ARE DANGEROUS OCCUPATIONS THAT REQUIRE SAFETY STANDARDS AND CONTROLS FOR ALL OF THE PERSONNEL INVOLVED. IT SHOULD BE NOTED THAT PAGES 2 AND 12 ILLUSTRATE THE APPLICATION OF COMPOUND OR GREASE STICK BY HAND ABOVE THE WORK PIECE. SUCH APPLICATION IS SAFE ONLY WHEN HAND BUFFING OR POLISHING. AUTOMATIC OR SEMI-AUTOMATIC OPERATIONS THAT CREATE PINCH POINTS SHOULD BE THOROUGHLY REVIEWED WITH YOUR SAFETY OFFICE BEFORE ANY COMPOUND OR GREASE STICK IS APPLIED BY HAND.



PROPER USE OF A GREASESTICK  
ON ABRASIVE BELTS AND  
FLAPWHEELS IS VERY  
IMPORTANT!

## ABRASIVE BELTS

- 1) USE OF A GREASESTICK MAKES  
A BRAND- NEW BELT CUT SOFT  
AND UNIFORM ...



- 2) USE OF A GREASESTICK PROLONGS THE LIFE OF A  
PARTIALLY WORN-OUT BELT BY ENABLING IT TO CONTINUE  
TO CUT BECAUSE THE HOT- METAL PARTICLES CANNOT BE WELDED  
TO THE BELT.

METAL BITS WELDED  
BETWEEN PARTICLES  
REDUCING CUTTING  
SURFACE

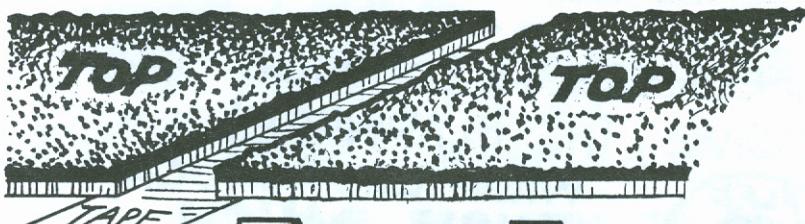


## FLAPWHEELS

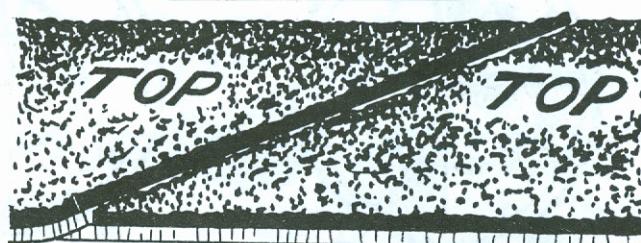
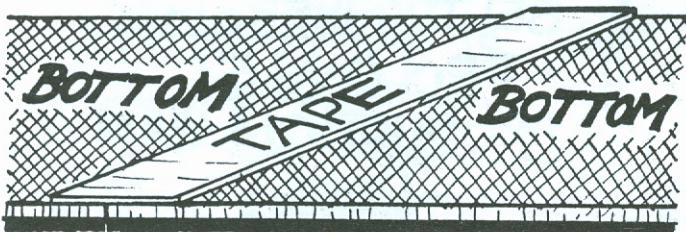
= USE OF A GREASESTICK ON A SCHAFFNER FLAPWHEEL  
EXTENDS THE LIFE OF THE FLAPWHEEL AND SOFTENS  
THE CUT TO MAKE THE BUFFING OPERATIONS THAT FOLLOW EASIER.



THERE ARE TWO TYPES OF JOINTS USED IN MAKING COATED ABRASIVE BELTS. THE **BUTT** TYPE AND THE MORE COMMON **LAP** TYPE...



**BUTT JOINT**

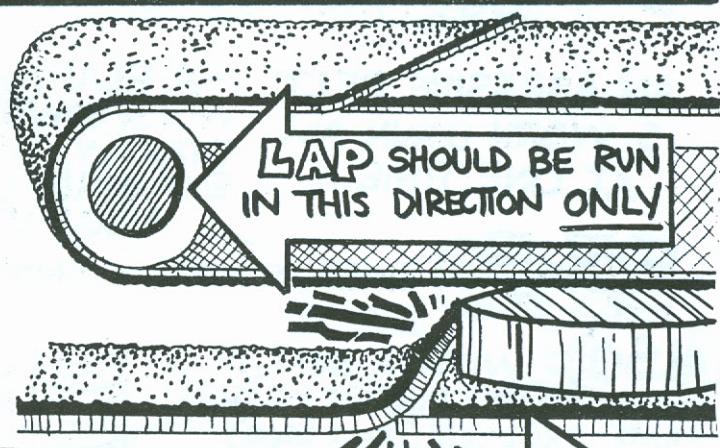


**LAP JOINT**

-THE BUTT-TYPE CAN BE RUN IN EITHER DIRECTION, BUT IT IS VERY IMPORTANT BOTH FOR SAFETY AND BELT LIFE THAT THE LAP-TYPE BE RUN IN A DIRECTION SO THAT THE OPEN END OF THE LAP IS TRAILING.



**BUTT** MAY BE RUN IN EITHER DIRECTION



BUT, IF **LAP** IS RUN BACKWARDS, THE EXPOSED END OF THE LAP MAY CATCH ON THE WORKPIECE & RUIN THE BELT.

- ROPER

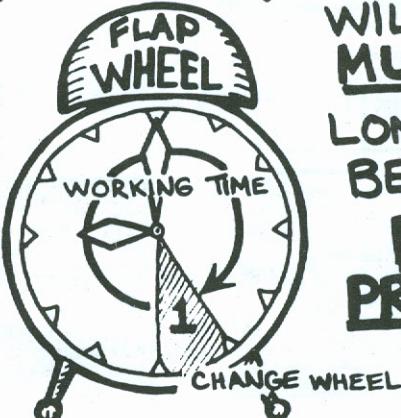
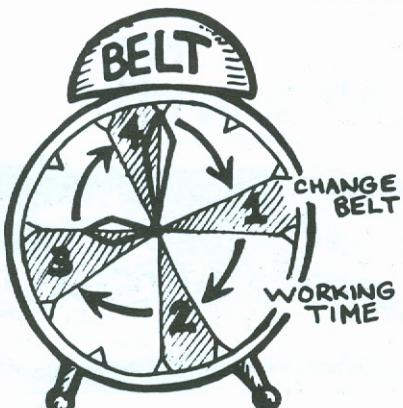


A FLAPWHEEL HAS CERTAIN ADVANTAGES OVER AN ABRASIVE BELT...

1

A FLAPWHEEL PROVIDES A LONGLASTING CUTTING SURFACE --

- BECAUSE THERE IS SO MUCH MORE ABRASIVE, THE FLAPWHEEL WILL LAST MUCH, MUCH, MUCH LONGER THAN THE BELT, THEREFORE = **PROLONGS PRODUCTION UP TIME!**



2) A FLAPWHEEL PROVIDES A UNIFORM CUTTING SURFACE ...

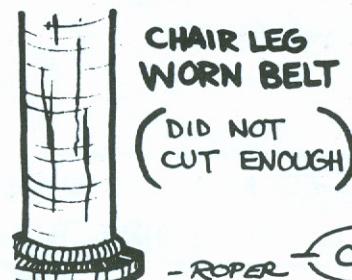
AN ABRASIVE BELT IS WORN DOWN ALL AT ONE TIME...

- A FLAPWHEEL IS WORN DOWN CONSTANTLY, THUS EXPOSING **NEW ABRASIVE** -

= **25-50** TIMES AS MUCH WORKING ABRASIVE MATERIAL AS A BELT - !

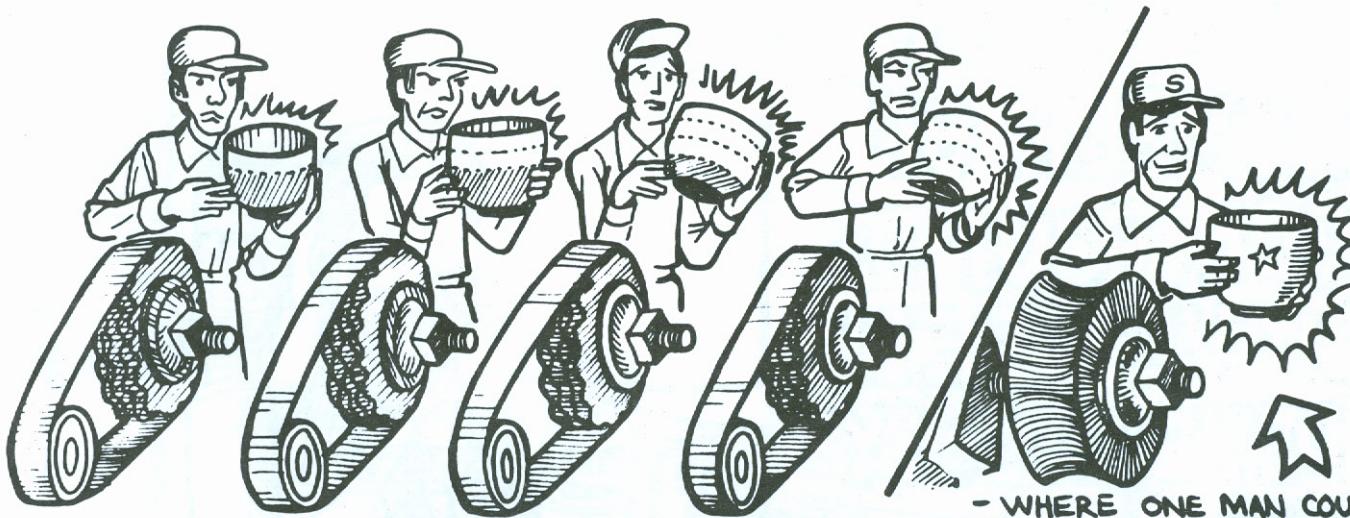


**ALSO** - WITH A BELT, IF TWO PIECES OF THE SAME PRODUCT (CHAIR LEGS) ARE DONE AT DIFFERENT TIMES DURING THE BELT'S LIFE, DIFFERENT FINISHING SURFACES MAY RESULT...



3

A FLAPWHEEL HAS THE ABILITY TO CONFORM  
OR ADAPT TO THE CONTOUR OF THE WORKPIECE...



IT WOULD TAKE FOUR MEN TO DO FOUR  
DIFFERENT OPERATIONS ON ONE WORK PIECE..

- WHERE ONE MAN COULD  
DO ALL THE ABRADING  
JOBS AT ONE TIME WITH  
A CONTOURED FLAPWHEEL.

**A FAST WAY** TO  
SHAPE THE FACE OF A  
FLAPWHEEL IS TO PUT A  
COARSE- GRIT, COATED  
ABRASIVE AGAINST THE  
WHEEL WHILE RUNNING  
IT BACKWARDS.

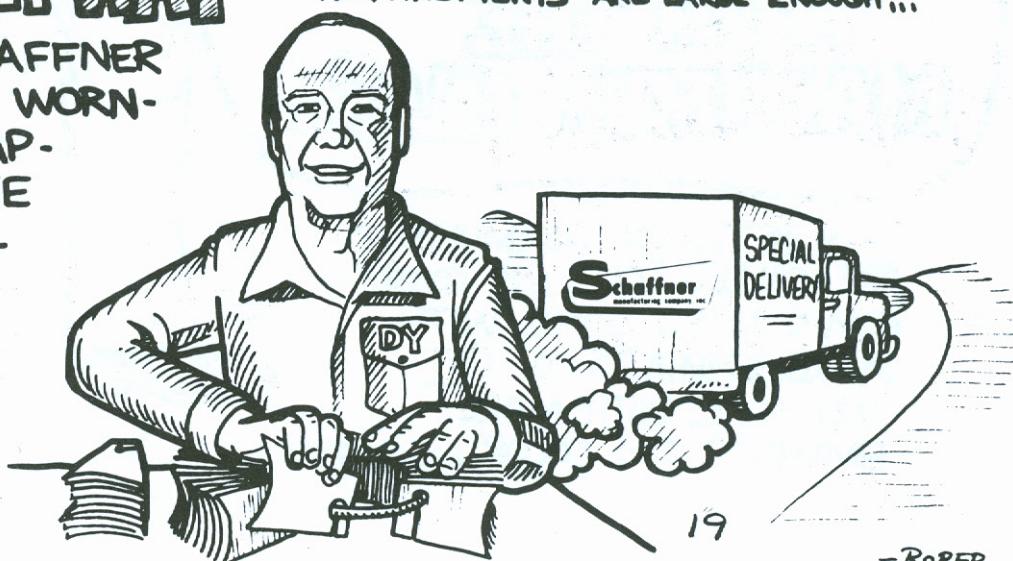


NOTE: AS SHOWN,  
YOU ARE WEARING  
AWAY THE CLOTH  
SIDE OF THE FLAPS  
NOT THE ABRASIVE  
SIDE ...

**A FASTER WAY** -

IF YOUR PRODUCTION  
REQUIREMENTS ARE LARGE ENOUGH ...

IS TO GIVE SCHAFFNER  
A DRAWING OR A WORN-  
DOWN, USED FLAP-  
WHEEL AND HAVE  
THE NEW FLAP-  
WHEEL MADE  
TO THE SHAPE  
OF YOUR  
PARTICULAR  
WORKPIECE !



A GREAT  
NUMBER OF  
COMPOUNDS  
HAVE BEEN  
DEVELOPED BY

**Schaffner**  
manufacturing company, inc.

BETWEEN A  
COMPOUND WHICH  
HAS THE MAXIMUM  
CUT & A COMPOUND  
WITH THE  
MAXIMUM COLOR...

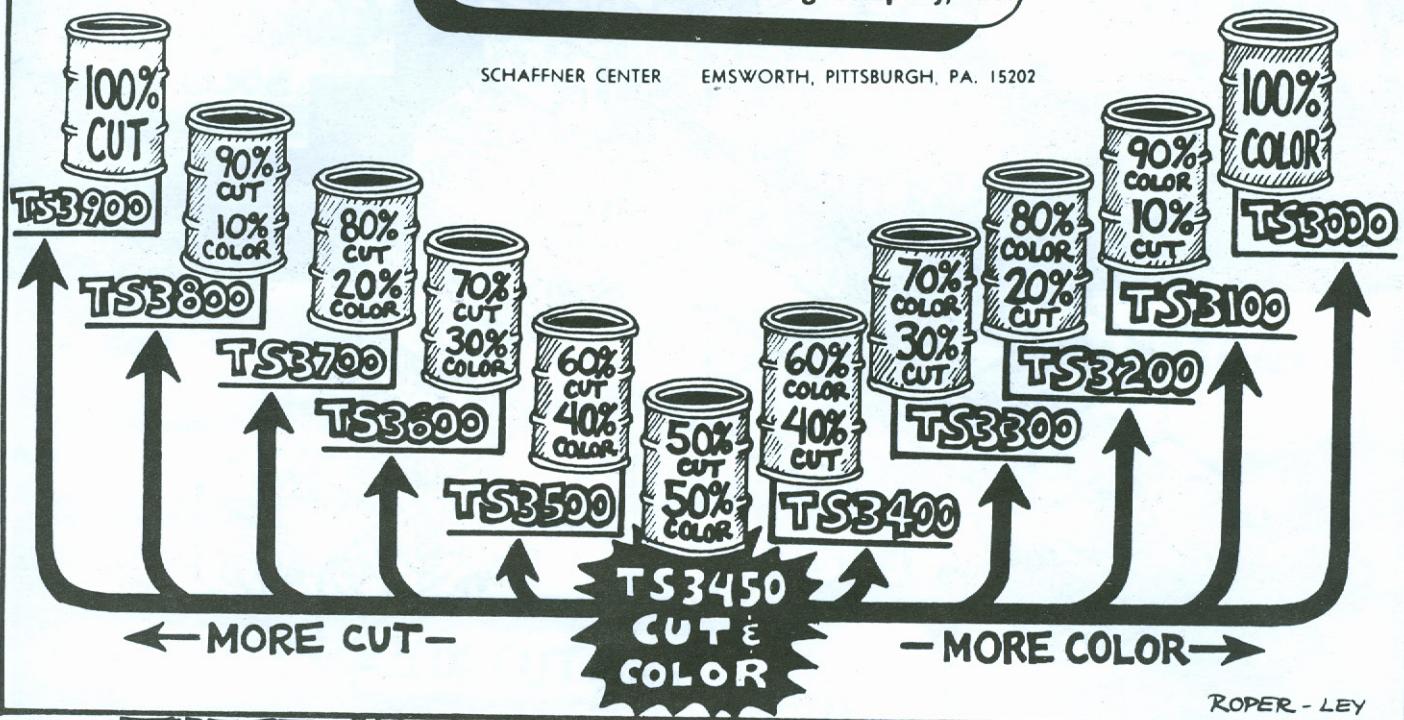
- IN BETWEEN FORMULATIONS  
ARE CALLED "CUT AND COLOR"  
COMPOUNDS... SOME WITH  
MORE EMPHASIS ON CUT  
AND SOME WITH MORE  
EMPHASIS ON COLOR.



# Schaffner

manufacturing company, inc.

SCHAFFNER CENTER EMSWORTH, PITTSBURGH, PA. 15202



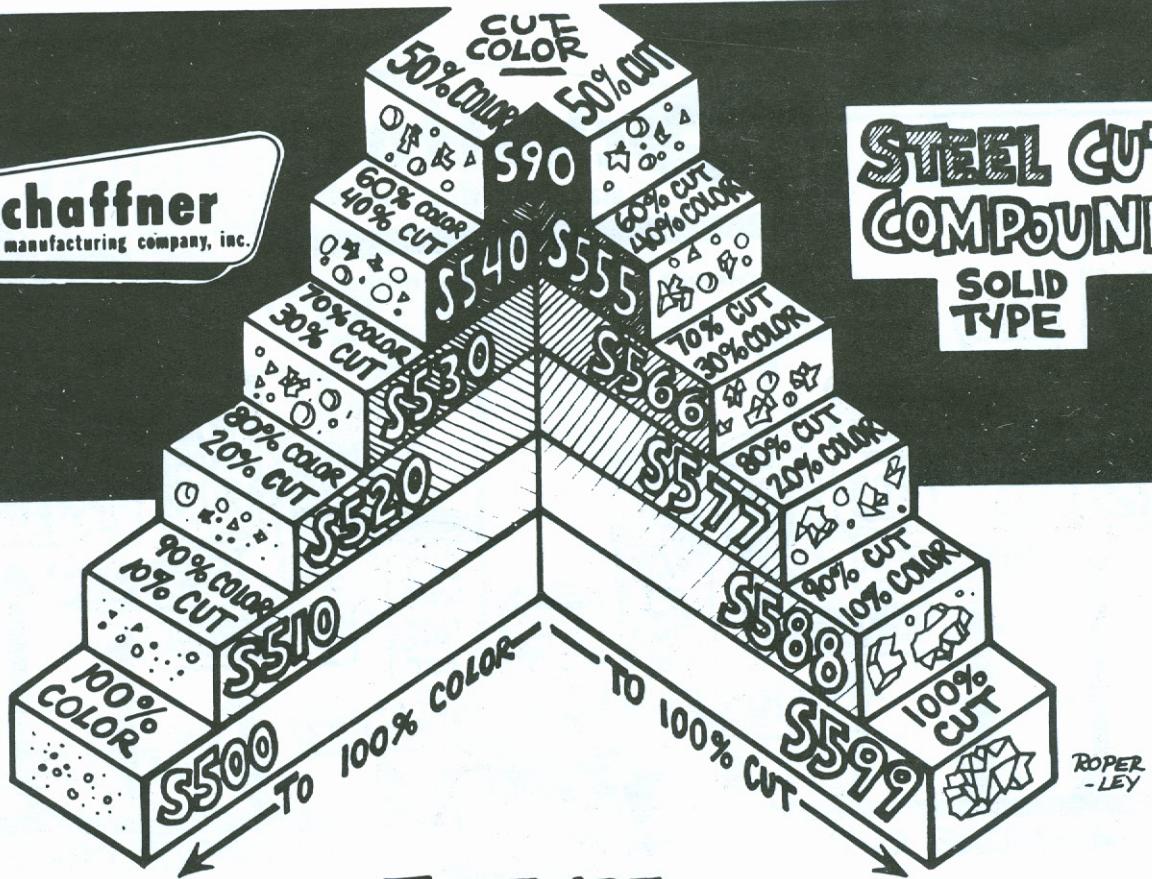
## THESE ARE SCHAFFNER LIQUID TRIPOLI SPRAY BUFFING COMPOUNDS

-FOR ALUMINUM, BRASS, COPPER, ZINC & OTHER NON-FERROUS METALS.

SPRAY COMPOUNDS ARE THE EMULSIFIED FORM OF SOLID BUFFING COMPOUNDS. THEY ARE WATER SOLUBLE EMULSIONS THAT ARE APPLIED BY ONE OF TWO METHODS...

METHOD I.: CONVENTIONAL SYSTEM. LIQUID BUFFING COMPOUND IS PUMPED FROM A DRUM OR HOPPER THRU AN AIR SPRAY SYSTEM. AIR ACCOMPANIES THIS COMPOUND AS IT IS DISPERSED FROM THE SPRAY GUNS. THIS TYPE MATERIAL HAS VISCOSITIES RANGING FROM 10,000 TO 65,000 CENTIPOISES.

METHOD II.: AIRLESS HI-PRESSURE SYSTEM. THIS METHOD USES THE PRINCIPLE OF ASPIRATION. THE LIQUIDS ARE VISCOUS AND THICK AND LEAVE THE GUN UNDER HEAVY PRESSURE.  
ALL SCHAFFNER LIQUID COMPOUNDS ARE AVAILABLE FOR EITHER METHOD!



THESE ARE  
**SCHAFFNER SOLID BUFFING  
 COMPOUNDS FOR STEEL & STAINLESS STEEL**

THIS GRAPH INDICATES THE EXTREMES AVAILABLE IN **SCHAFFNER** CUT BUFFING COMPOUND AND COLOR BUFFING COMPOUND IN SOLID OR CAKE FORM FOR STEEL AND STAINLESS STEEL. MIDWAY BETWEEN THE EXTREMES OF CUT & COLOR IS FORMULA S90. THIS IS A GOOD STARTING POINT WHEN ESTABLISHING A NEW JOB. IF MORE CUT IS NEEDED, THE HIGHER-NUMBER, FASTER CUTTING COMPOUNDS SHOULD BE TRIED. IF MORE COLOR IS NEEDED, THE LOWER-NUMBER, BRIGHTER COLORING COMPOUNDS SHOULD BE TRIED.

SCHAFFNER SOLID BAR BUFFING COMPOUND CAN BE FURNISHED IN A REGULAR, HAND-BAR SIZE FOR HAND-APPLICATION OR IN A VARIETY OF SIZES TO FIT YOUR SPECIFIC NEEDS. FOR AUTOMATIC APPLICATION, EITHER OF THESE CAN BE FURNISHED WITH THE **SCHAFFNER** COST-SAVING **"NO NUBBIN"** HOLDER.

► 100% CUT



SS5900

► 90% CUT, 10% COLOR



SS5800

► 80% CUT, 20% COLOR



SS5700

► 70% CUT, 30% COLOR



SS5600

► 60% CUT, 40% COLOR



SS5500

► 50% -CUT  
50% -COLOR



SS5450

► 60% COLOR, 40% CUT



SS5400

► 70% COLOR, 30% CUT



SS5300

► 80% COLOR, 20% CUT



SS5200

► 90% COLOR, 10% CUT



SS5100

► 100% COLOR



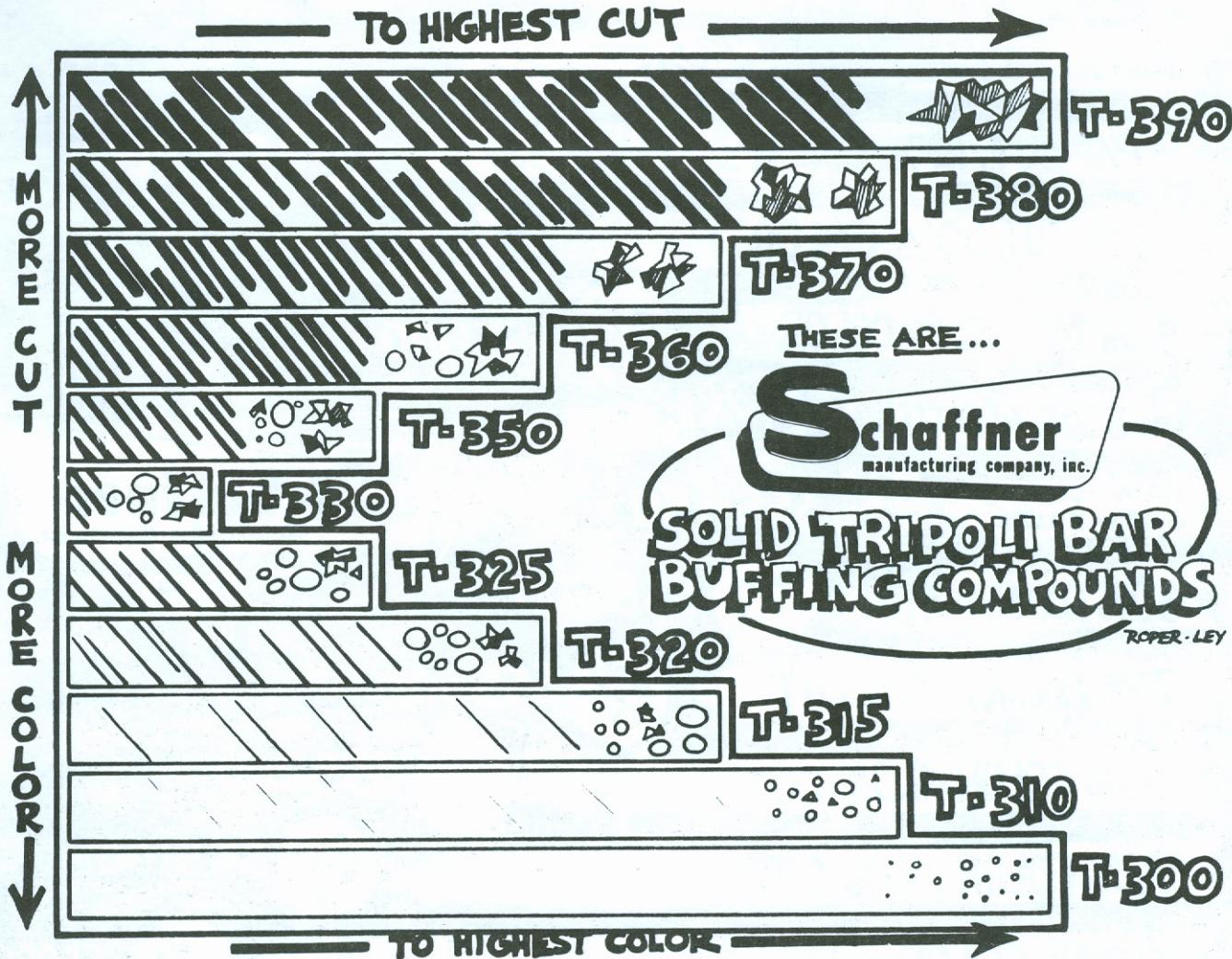
SS5000

THESE ARE...

## SCHAFFNER LIQUID SPRAY BUFFING COMPOUNDS FOR STEEL & STAINLESS STEEL

- SPRAY COMPOUNDS ARE THE EMULSIFIED FORM OF SOLID BUFFING COMPOUNDS. THEY ARE WATER SOLUBLE EMULSIONS THAT ARE APPLIED TO THE BUFF IN A MANNER SIMILAR TO PAINT-SPRAYING. LIQUID COMPOUND IS PUMPED FROM A DRUM OR HOPPER THROUGH AN AIR SPRAY SYSTEM. AIR ACCOMPANIES THIS COMPOUND AS IT IS DISPERSED FROM THE SPRAY GUNS. THIS TYPE MATERIAL HAS VISCOSITIES RANGING FROM 10,000 TO 65,000 CENTIPOISES.

**ALL SCHAFFNER LIQUID STEEL COMPOUNDS ARE MANUFACTURED FOR YOUR PARTICULAR VISCOSITY NEEDS!**



- T-390 - EXTREME CUT. LARGE, SHARP ABRASIVE PARTICLES. NO COLOR.
- T-380 - FAST CUT. MEDIUM SHARP ABRASIVE PARTICLES. NO COLOR.
- T-370 - REGULAR CUT-VERY SLIGHT COLOR. MIXED PARTICLES.
- T-360 - REGULAR CUT-SLIGHT COLOR. MORE COLOR PARTICLES PRESENT.
- T-350 - REGULAR CUT-LIGHT COLOR. LARGE & SMALL COLOR PARTICLES.
- T-330 - REGULAR CUT & COLOR. EQUAL AMOUNTS OF CUT & COLOR ABRASIVES.
- T-325 - REGULAR CUT & MOR COLOR PARTICLES PRESENT.
- T-320 - LIGHT CUT & HIGHER DEGREE OF COLOR.
- T-31C - VERY SLIGHT CUT, HIGH COLOR FINISH.
- T-30C - NO CUT. COLOR ONLY. CONTROLLED SIZE COLOR PARTICLES ONLY.

THIS GRAPH INDICATES THE EXTREMES AVAILABLE IN SCHAFFNER CUT BUFFING COMPOUND & COLOR BUFFING COMPOUND IN SOLID OR CAKE FORM FOR ALUMINUM, BRASS, COPPER, ZINK & OTHER NON-FERROUS METALS. MIDWAY BETWEEN THE EXTREMES OF CUT & COLOR IS FORMULA T-330. THIS IS A GOOD STARTING POINT WHEN ESTABLISHING A NEW JOB. IF MORE CUT IS NEEDED, THE HIGHER NUMBER, FASTER CUTTING COMPOUNDS SHOULD BE TRIED. IF MORE COLOR IS NEEDED, THE LOWER NUMBER, BRIGHTER COLORING COMPOUNDS SHOULD BE TRIED.

SCHAFFNER SOLID BAR BUFFING COMPOUNDS CAN BE FURNISHED IN A REGULAR, HAND-BAR SIZE FOR HAND APPLICATION OR IN A VARIETY OF SIZES TO FIT YOUR SPECIFIC NEEDS. FOR AUTOMATIC APPLICATION, EITHER OF THESE CAN BE FURNISHED WITH THE SCHAFFNER COST-SAVING, SAFETY "MANAGER" HOLDER.

**SCHAFFNER PERSONNEL  
ARE WAITING TO TAKE YOUR  
ORDERS FOR BUFFS, BUFF COM-  
POUND, FLAPWHEELS  
AND COATED-  
ABRASIVE  
BELTS...**



HELLO...  
Schaffner  
Manufacturing  
Company...  
May I  
Help you?

**CALL  
US AT  
412-761-9902**

SO THAT YOUR  
ORDER CAN BE  
MADE AND SHIPPED  
**QUICKLY!**

**IN THE REAL WORLD**

OF PRODUCTION BUFFING AND POLISHING,  
EMERGENCIES AND EXPEDITING REQUIREMENTS  
**DO** HAPPEN. WE CAN HELP YOU AT ALL TIMES, BUT  
**ESPECIALLY** IN THOSE PARTICULAR TIMES OF NEED!

# QUALITY BUFFING COMPOUND

MADE ESPECIALLY BY:

**Schaffner**  
manufacturing company, inc.

SCHAFFNER CENTER • EMSWORTH, PA 15202

(412) 761-9902



**ABRASIVE BELTS**



**FLAPWHEELS**



**BUFFS**



BAR, SPRAY OR PASTE BUFFING COMPOUND • TRIPOLI FOR NON-FERROUS BUFFING • GREASE STICKS  
STAINLESS STEEL BUFFING COMPOUND • CHROME COLORING ROUGE • PLASTIC AND RUBBER BUFFING COMPOUND