

On top of the weld

Confused about which welder to buy to cover current and eventual needs? Here Stanners advise on the critical points to consider when investing in a new welding machine.

High strength steel and boron is no longer the preserve of luxury vehicles but are used in the production of high volume cars too. They are stronger and lighter so more fuel efficient than traditional steels and occupants are kept safer thanks to the use of the materials in areas of the car designed to improve protection and dissipate the crash energy. But when it comes to welding in the bodyshop, repairers need to be confident that the equipment they are using is capable of joining panels effectively in order to safely re-instate a vehicle to its pre-accident condition.

There are many types of inverter welders on the market, but it is essential to choose one that has a high amperage, a high squeeze pressure and, ideally water-cooled. Ease of use is also important and the ability to record every weld an operator performs should not be overlooked. Vehicle manufacturer repair processes vary so it is vital that parameters are set correctly too.

"If the parameters are not set correctly, and the amperage is too low, or if the weld squeeze pressure and time is incorrect, the weld may fail which means that the metals will not be joined together," said John Stanners, Managing Director, Stanners Equipment. "Manufacturers nowadays often use several types of steels together, so it is even more important that the welding

machine is capable to deal with the new materials." Currently, many vehicle manufacturers including German-makers require a welding amperage of around 12,000, but this is increasing. "The French manufactured vehicles exceed this, and I believe that other manufacturers will follow," said John. "It's one of the reasons why we chose to import the GYS Spot range because they meet current and future requirements and have traceability."

The equipment is intuitive and easy to use and can be set on manual or automatic mode. There is a digital display to guide the technician and the equipment will analyse and record every weld and will instantly show whether the weld is good or has failed.

The GYS BPL Inverter Range has three options, GYS BPLC (C Type Gun), BPLX (X-Type Gun) and the BP LCX which has both a C and X gun. "Having two guns on the machine is a big advantage because what you will find is that the panel technician welding the car together can't get into every joint with the C gun so he ends up MIG plugging the car," added Tony Mottram, National Sales Manager, Stanners Equipment Ltd. "But if he has an X gun as well he can achieve 99% of the welding on the vehicle.

"Both guns are water cooled which is very important for PAS125 and both guns produce 13000amps," added Tony. "Some of our competitors have one water cooled gun and one air cool gun and the problem is that the air cool gun is probably only rated 8000amps. So if he is using one of those on UHSS he is repairing the car incorrectly." For the last three years or so, there has been talk of health and safety legislation surrounding the issue of electro-magnetic fields. The effect on the industry was that many manufacturers went down the route of putting the transformer in the gun to protect workers from any side-effects. However, this added considerable weight to the gun (weighing around 20-25 kilos, instead of 10-12 kilos), which

makes the gun awkward to use. As well as offering a transformer gun option (GYS Evolution) GYS developed BODYPROTECT, a patented technology used on the BPL Inverter Units. Basically, it resolves the risk of exposure by fitting a special filter system to regulate the magnetic fields, reducing the magnetic field away from the weld gun and cables. As a result, the BPL Range is a far more popular choice. The transformer gun option (GYS Evolution) still has its advantages of extra amperage at the tips, and is a solution to poor power supply in the bodyshop. GYSpot welders carry many manufacturer approvals including Peugeot, Renault and Citroen, as well as prestige brands such as Mercedes Benz. The GYS Range also reaches and exceeds most other vehicle manufacturer specifications. Another acknowledgement of the GYSpot is that they are the only welders on the market to currently achieve and maintain Thatcham Quality Accreditation (TQA). Thatcham accreditation for Elektron, now under new ownership, has not been renewed, although John can confirm that machines bought from Stanners, before the changeover, will continue to be recognised by Thatcham as accredited.

"Thatcham's accreditation of repair equipment is developed to support the collision repair industry by providing robust product certification with a transparent and recognisable mark of independent qualification of manufacturing quality and product performance," explained Dean Lander, Accreditation Manager, Thatcham. "The GYSpot BPL is one of few premier repair tools to have achieved this robust certification."

Stanners offers on site training, ongoing support and also run IMI approved training courses on boron and high strength steels.

For further information:
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GYS SPOT INVERTER BPLCX

At Stanners we have years of experience working alongside vehicle manufacturers to keep abreast of up and coming technology. It means you can be assured that the equipment you buy from us is of the best performance and most up-to-date. The GYS Inverter Spot Welder is the most advanced welder on the market and is the only one which has Thatcham Quality Accreditation, proof that it meets the demands of today's welding requirements.

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