

CHECK E-STOP CHAIN

Period 100 hrs.

With the machine running at a slow speed, press each E-stop button in turn, checking that the machine performs an immediate stop. reset the button by twisting, and reset the system at the main panel. Repeat for each E-stop button in the chain. While the machine is stopped by the E-stop system, go to the start interrupt screen and confirm that the condition is flagged - The Start button should be in operative until the E-stop is reset both at the button and the main panel.

While checking the E-stops, if a rewind safety beam is fitted to the machine, interrupt the beam and ensure the machine performs a quick stop. and that this also is reported on the start interrupt screen.

Both the Machine (Rewind) and Unwind brakes form a major part of the safety system. The E-stop check above will reveal any malfunction of the brakes, but at this time all pads should be inspected for wear.

ALAMATIC PNEUMATIC BRAKE UNITS

Turn off power at the main Isolator and disconnect the Incoming Air feed.

Pads may be inspected with the calipers in place. Remove the Machine cover to gain access to the Brake Housing and note the position of the pad restraining springs on each side of the disk.

The pad is removed by squeezing the spring eyes and lifting upwards. Change the pads if less than 6mm (1/4") of material remains.

UNWIND BRAKE UNITS

Note that the brake pads may be inspected through the brake vent on the lower rear housings. Pads are marked with a wear step. If the working surface has passed this step, the pad must be replaced.

Brake dust should be vacuumed or wiped - **DO NOT BLOW**

Note

The Air Supply to the brake must be disconnected prior to opening the housing

Changing the PLC Battery

The message "BATTERY LOW", when displayed on the Running screen, indicates that arrangements should be made to change the PLC battery. (These may be ordered from Ashe Controls Ltd., quoting part No S58-040)

When the new battery is to hand:-

1) Isolate power at the incoming isolator.

2) Remove the PLC processor card by pressing the top and bottom retaining clips



3) Remove the connector (arrowed) from the board and unclip the battery. Fit the new component and plug in the new connector. Replace the Processor.



Almatic Disk Brake
Both pads in place



Pads visible through Brake vents

NOTE!

Once the old battery has been removed, replacement must be within 30 min, to maintain stored data.

Once Data is lost the PLC will require reprogramming This may be achieved by calling Ashe service personnel, or by purchasing an EPROM chip Quoting part No S58-100 and the machine number.

CHECK PNEUMATIC SYSTEM

Period 40 hrs.

Drain Clean and replace filter and drain glass on Incoming Air regulator. Refer to the pneumatic schematic drawing in this manual, and perform a audible leak check at all unions (some air bleed from the I/P Transducers is normal).

Examine all flexible air leads for chafe and kinks and replace as necessary. If an air gun is fitted for Air chuck inflation, check the coiled hose for damage and the gun for pressure leaks and function.

CHECK DRIVE BELTS

Period 500 hrs

Inspect all drive belts for condition and tightness. Belts should be replaced if there is any sign of tooth wear, side wear, or any debris in the belt cabinet. Belt removal and replacement

The Belt cover is released and moved back onto the rewind shaft
Slacken the bolts holding the motor housing to the main frame of the machine. Have an assistant to lift the motor with a bar to give slack sufficient for belt removal, and to support the motor during the change over process. Feed the Belt cover and old belt out over the rewind shaft, and the new one back. Carefully seat belt onto pully teeth and align to edge of pullys. Allow the motor to rest its full weight on the belt and retighten the fixing bolts.

MACHINE ROLLERS - EXAMINE WEEKLY

The surface condition of all rollers requires regular inspection. Serious damage or age degradation will require refurbishment. Accumulated adhesive or ink build up may indicate use of a solvent -
CHECK CLEANING ADVICE BELOW.

NOTE

REMOVING "WRAP AROUNDS" WITH A RAZOR IS THE MOST COMMON CAUSE OF ROLLER DAMAGE - UNROLL WRAPS BY HAND

MANY COMMON SOLVENTS CAN PERMANENTLY DAMAGE COATED ROLLERS. SEVERAL DIFFERENT COATINGS MAY BE USED ON THE SAME MACHINE. TEST ANY SLOVENT ON A SMALL UNUSED AREA OF THE ROLL TO BE CLEANED BEFORE USE

COATED ROLLS SHOULD BE CLEANED USING A DAMP CLOTH AND MILD HOUSEHOLD DETERGENT.

REWIND & UNWIND AIRSHAFTS - EXAMINE WEEKLY

Check all inflation lugs are in place, and check each one for wear, cuts, chafing - replace as required.

Bearings which are removed with the shaft are exposed to general workshop hazards, and before each replacement, should be checked for free movement and silent rotation. Some sliding end bearings are not retained and are liable to damage if dropped while unloading.

Where Air Chucks are used to increase core dia of existing airshafts ALWAYS USE THE CLAMP SCREWS.



Replacement Bladders and Lugs should be included in Service Stock.

Quote MACHINE and AIRSHAFT Serial Numbers when ordering.

Please record Serial Numbers of Shafts Fitted to your machine here.

REWIND SHAFTS

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UNWIND SHAFTS

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AIR CHUCKS

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