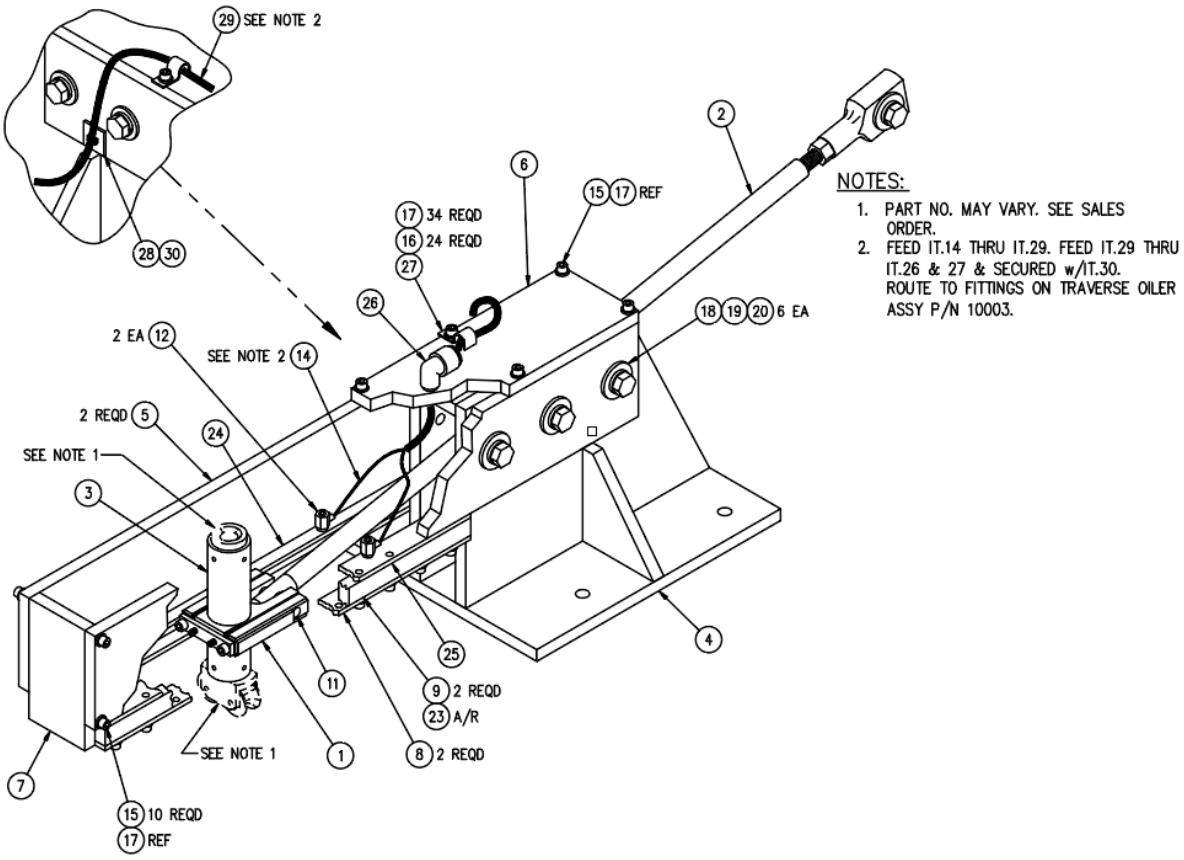
Traverse System Maintenance

Traverse System

Traverse Assembly

Please see actual drawing for parts list. Drawing 10002:



Reference Drawings:

- Drawing 10002 - Traverse Assembly
- Drawing 10011 - Connecting Rod Assembly

High Speed Traverse Parts List

Quantity	Description
1	Motor Base, Woods, 2B
1	Pulley, Martin TL 16H100
1	Pulley, Martin TL 48H100
1	Tach Mounting Kit, TK3500
1	Wireguide, Roller Complete 3/8”
3	Wireguide, Roller Complete 5/8”
1	Traverse. Slider Block, Comp
1	W/3/8” Connecting Rod
1	Connecting Rod, Carbon Fiber
1	Traverse, Crank Arm
1	Motor, Fincor, 2HP
1	Solenoid, Humphrey 410 3
1	Belt, 510H100 (D1500)
1	Belt, 360H100 (D-750)
1	Bushing, T’Lock, Martin M/1008
1	Bushing, T’Lock, Martin M/2517
1	Indexer, Camco, Index-AE5085
1	Encoder 25GN24001DZE2D5V
1	Lubricator, Norgren, LO7200MPAA

Bearing Adjustments

The Traverse rail assembly is provided with a means of adjusting the bearing clearances between the lower center and upper rails. Two thousand spacer shims are installed between the lower and center rails. Bearing clearances should be no closer than .001”, and not greater than .005”. If clearances exceed .005” remove the appropriate amount of shimming. Do not use “locktite” to secure rail bolts as it will interfere with proper adjustment of the rails.

Adjustment Procedure

1. Adjustment of the center rails is accomplished by loosening all the rail bolts.
2. Position the slider block all the way to the rear by turning the crank arm to its back most position (9 o’clock.)
3. Apply extreme light pressure to the center rail with the thumb and first finger. Sufficient pressure to close any space between the rail and slider block bearing.
4. Lightly tighten one hex cap screw on each traverse side plate approximately, in the center of the traverse slider block.
5. Position the traverse slider block to its most outward position, by turning the crank arm to its 3 o’clock position.
6. Tighten one hex cap screw on each traverse side plate approximately, in the center of the traverse slider block.
7. Position the slider block approximately in the center of the slideway and tighten one hex cap screw on each traverse side plate in the center of the traverse slider block.
8. Move the slider block its full distance of travel, and it should move with minimum resistance. If not, the rails are too tight and should be readjusted.

Wire Guide

Reference Drawings:

- Drawing 12009 - Traverse Slider Block Assembly

Adjustment and/or replacement of the wire guide assembly is accomplished by removing the pressure on the slider block clamp by turning the 1/4” set screws in the clamp bar counter clockwise (Do not adjust the wire guide tube by loosening the allen head cap screws).

When the pressure is relieved the wire guide tube may be moved and the setscrews tightened. Tighten the setscrews evenly. Do not over tighten setscrews to the point they bow the clamp bar, because this will bend the slider block causing severe bearing wear.

Guide Tube

Distance: The guide tube should always be set as close as possible to the endforms without it striking them. This insures precise control over the cable during winding. If the guide tube is too far away, the product can fall over the ends of the coil and cause excessive denting. Ideal setting will have the cable slightly striking, or just about to touch endforms while winding, while making sure not to deform the cable.

Orientation: Roller guides with box roller outputs should have the guides controlling the left-right motion closest to the endform. If this is not the case, rotate the guide 90 degrees.

Traverse and Cam Preventative Maintenance

Component	Action	Time Period
Cam Box View Port	Check Oil Level	Once Per Week
Cam Box View Port	Fill with approved lubricant	When Needed
Traverse Assembly	General Inspection	Once Per Week
Traverse Slider Block Oiler	Check Drip Rate	Once Per Week

Cam Box Lubrication

Fill/Vent Plug

A fill/vent plug is provided on the rear of the cam box for adding lubricant. This plug is also provided with vent holes to release internal pressure, which may build up as the cam box warms during operation.

NOTE: If oil is being vented from the fill/vent plug during machine operation, it means the cam box is rotating in the wrong direction. The crank arm must rotate in the clockwise direction. Change the direction that the motor is running.

Oil Level View Port

A glass front view port located in the front of the cam box indicates the proper oil level. The cam box is filled with the proper lubricant at the factory. The machine operator should check the oil level daily, or at the beginning of the shift. The proper oil level should fill half the view port.

WARNING: Do not overfill!

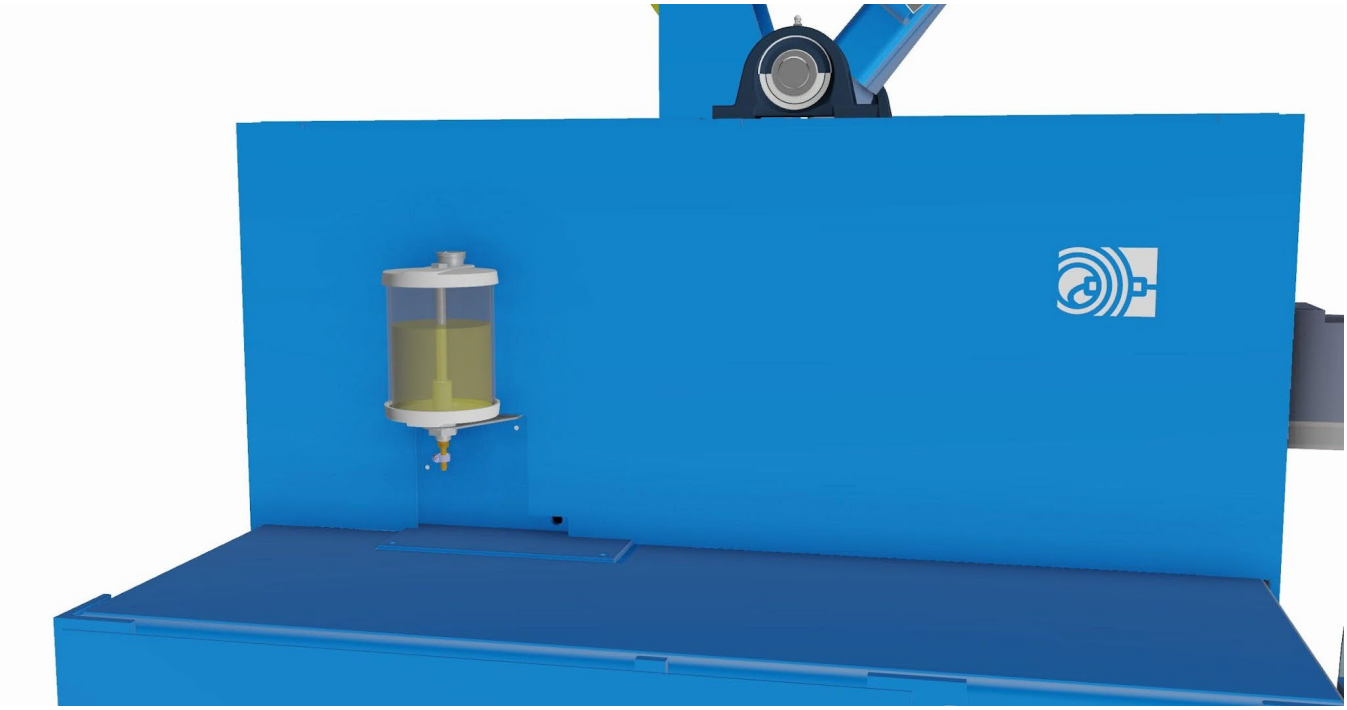
A general inspection of the traverse assembly should be performed weekly. Check for signs of unusual wear. Check all securing devices, i.e. nuts, bolts, setscrews, and pneumatic fittings, also tighten as necessary.

Traverse/Cam Box Approved Lubricants:

WARNING: The use of any lubricants other than those listed may damage the cam box and void any warranty.

- MOBILUBE 46 SAE90 (MOBIL OIL)
- MOBILUBE 630 (MOBIL OIL)
- OMALA 220 (SHELL OIL)
- SCL LUBRICANT SAE90 (AMERICAN OIL)

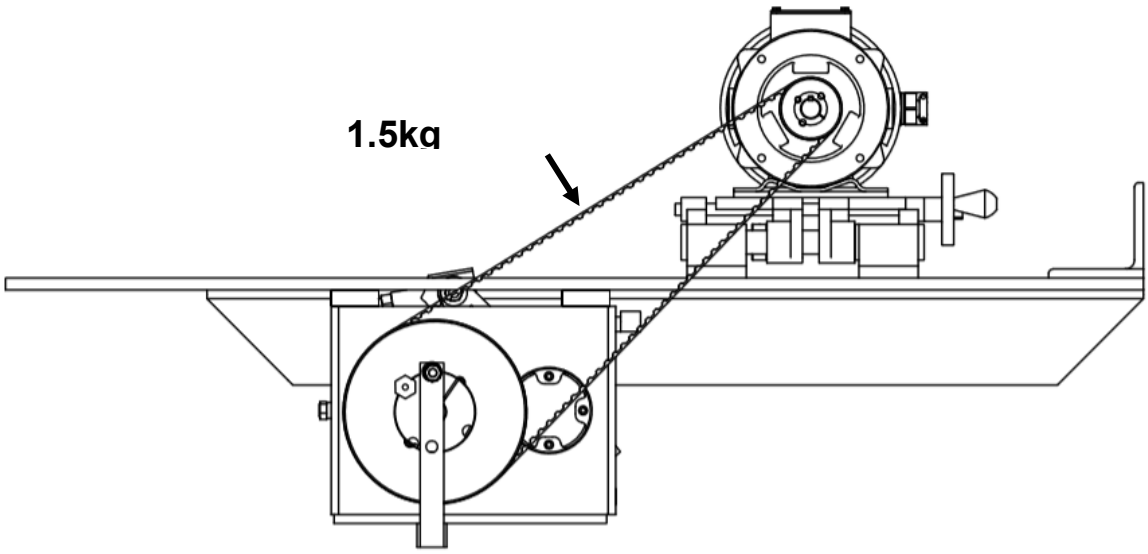
Traverse Slider Block Lubrication



The high-speed traverse is provided with an automatic oiler. Oil is injected onto the slider block bearings and the rail assembly when the controller/machine has been started, Emergency Stopped, and restarted, or at five hour intervals during normal running. The oiler drip rate is set at REELEX, prior to shipment. The drip rate should be checked weekly. The controller turns the oiler on for approximately 5 seconds, and should dispense one drop of oil during that period. Fill the oiler as necessary, or once a month. DO NOT OVERFILL!

The proper lubricant is **Mobil DTE 10 Oil (ISO grade 32, Mineral Base)**, such as supplied by McMaster-Carr

Traverse Belt Tension



Spindle Belt Tension