

Western Maintenance Conference 2003

METRO/METROLINER

Flint ink assumes the cost of waster ink disposal as part of their standard contract.

Newspapers with PVC pipe for their supply lines to spray bars have had success with replacing the elbows with a hose material.

San Jose stated if you go to keyless lock-ups check the gutter for a lip so that your plates do not get caught on it.

The pre-drive belt motor for metros is no longer available. They can be replaced by an AC motor upgrade.

Having trouble with banner eyes getting dirty? Has anybody gone back to inductive pick-ups? Nobody has.

Spray bars coming on when press isn't running? Probable inductive noise. Install ferrite rings or letter shielding.

Having trouble with false web breaks on their Ultrasonic type web break detectors? Lots of discussion. No clear-cut consensus on fix. People running mechanical switches were much happier before ultrasonic were installed.

Pre-drive motors no longer available. Do we have any on our letter presses? Other parts of pre-drive are still available. Set cards of the drive and paster panel are difficult to repair due to unavailable components.

HYPERTERMINAL DIAGNOSTICS SETUP

1. Select hyperterminal from start menu, accessories.
2. Enter a name for new connection and then select an icon.
3. Select the serial port to use from the drop down list "connect using".
4. Configure setup through drop down list as follows:
 - 9600 bps
 - 8 data bits
 - no parity
 - one stop bit
 - X on / X off flow control
5. Headliner Offset diagnostics open automatically, for others use Ctrl D.

KEYBOARD CONTROLLER TEST

(Verifies integrity of CPU, memory and peripherals.)

1. Place keyboard controller in diagnostic mode by turning on switch 8.
2. Turn on switch 1, then press reset button.
3. Observe LED status sequence, LED 0 should remain on.

SWITCH MATRIX TEST

(Verifies all unit panel switches and LEDs.)

1. Place keyboard controller in diagnostic mode by turning on switch 8.
2. Turn on switch 2, then press reset button.
3. Observe status LED sequence, LED 1 should flash.
4. Observe unit panel – all LEDs should be on.
5. Pressing the corresponding button should turn off each LED.

LED DISPLAY TEST

(Sequences characters through unit panel LED displays.)

1. Place keyboard controller in diagnostic mode by turning on switch 8.
2. Turn on switch 3, then press the reset button.
3. Observe unit panel LED displays for sequencing characters.

ALPHA-NUMERIC DISPLAY TEST

(Sequences characters through upper fluorescent display.)

1. Place keyboard controller in diagnostic mode by turning on switch 8.
2. Turn on switch 4, then press the reset button.
3. Observe upper fluorescent display for sequencing characters.

SERIAL COMMUNICATION TEST

(Verifies the functioning of the three serial interfaces.)

1. Connect a loopback connector to each of the three serial ports.
2. Set the port toggle switches appropriately.
3. Turn on switch 8 to put keyboard into diagnostic mode.
4. Turn on switch 5, then press the reset button.
5. Observe status LED 4. If LED remains on, all ports pass.

Folder, 144 page spider gear failures. Sacramento Bee lost three this year and Joe Boessenecker lost two this year. No one had an answer on what was causing the failure.

Reel rotation drives making noise. Check for bent shafts in the drive gearbox from roll jammed into the transfer table.

Tucking blade shaft seal leaks. Goss has a speedy sleeve for the shaft repair, Joe Boessenecker is installing one this week.

Folder comps out of tram causing runnability problems. Check tram from time to time, PM.

Half deck oil leaks. Check O-ring on sidelay shaft, not the oil return oil line, also put Lexan covers on cylinder plates.

RTP infeed clutch fires. Cannot grease clutch, need to remove, maintain and grease.

Folder flies and pipe roller coatings. New process coating, Dialon, nickel-Teflon coating. The coating so you can remove the silicone spray applicator. About \$450 for a pipe roller.

Former nose plating. Re-chrome to build up surface. Worn out former noses cause wrinkles.

Automatic register. Some use it and others have it installed but do not use it. Claims it does not work for them.

Drum coatings. Copper drum coatings originally were .012 and can be ordered with .030 coating. Joe Boessenecker installed drums with .030 thick coating. Tacoma News Tribune used copper on ink rail and nylon on the rest of the drums. Electro plating does not work, advise against trying it.

Press RO chilling. Many plants used chilled water to press and installed reclamation systems on the spray bars to cool and remove algae out of the spray bars.

Spray bar problems - Spray bars coming on all by themselves. Several plants having this problem. No real solution found except putting ferrites on the wires to reduce interference noise.

Joe Boessenecker is proposing bring in vendors once a year for repair training. This solves a lot of common problems.

Joe Boessenecker went from 27.7 to 26 lb. paper with good luck.

Web brake detectors. Many using paddles with wheel on ends - work well.

RTP static belts - Paster losses on half rolls - reduce brush pressure to 18 lbs, was 22 lbs. Change the indicator to read correctly.

Unit drive sheer pins need to be replaced from time to time. Put on a schedule to change out or install unit overload clutches. This is for headliner presses between the horizontal drive and the units.

Unit controls overlay peeling problems, call Mark Robinson, Goss electrical engineer.

HO four high vibration problems. A rider roller was installed to eliminate the vibration/worming problems in the ink train. Ink fluctuation is also caused by the VSI to pickup roller vibration. A bracket was manufactured to move the bearing in closer to the VSI drum for more support. Also inspect the coupling and gearbox for backlash.

Change over cylinders drop when air is shut off, there is a kit available for \$1500 from Goss.