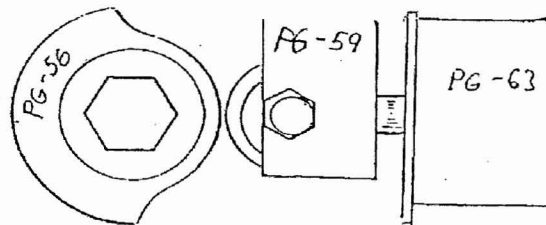


## PRESSMATE FEEDER TROUBLESHOOTING

This is a list of some of the more likely problems that may occur with the use of the Feeder. For each problem, there are suggestions as to what to look for and procedures for checking various components of the Feeder.

The first thing to check in all instances is the air supply to the Clamps. The Valve should have a steady supply of clean lubricated air at 40 to 80 psi, depending on your job application.

1. If blanks are cutting into each other, check for any outside obstruction (chips in stripper plate or scrap shear, etc.). Make sure material strip is parallel with the Clamp Heads and the Stripper Plate, otherwise cutting of the Bridge or the Web will occur.
2. Move Valve Lever (PG-59) on low position and make sure it moves freely back and forth with the Clamps switching from one to the other. If Valve Lever (PG-59) doesn't move freely, shut off the air, remove the bolt and the lever. Remove LM-5 Valve (PG-63). Check that the plunger on the valve is clean and moves freely. If not, remove the screws and clean the plunger and Piston with a light oil, stretch the Spring behind the Piston and reassemble. (If this does not work, replace Valve.)



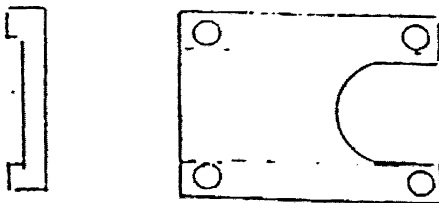
3. With the press stopped, try each clamp for proper gripping of stock by pulling on strip. If a Clamp is not holding properly, try cleaning or replacing the Clamp Piston (PG-79, PG-99, PG-100).
4. Check if Valve Cam (PG-56) is switching in proper position (10° to 15° after feedhead moves to next position).
5. Check Drive Chain for proper tension.

6. Make sure material is in line with the Carriage and not too tight.
7. If blanks are cutting into each other from start, make a larger Stroke Plate.
8. Some units are supplied with a Pilot Relief Valve which may need cleaning and oiling, also.

**Material Buckling Causes:**

1. Material too tight between Guides.
2. Out of timing.
3. Sticky Valve (PG-63).
4. Web catching on foreign objects.
5. Oiler pads too tight.
6. Material not in line with Decoiler.
7. Worn Guides and Rollers.

Thin and flexible material can and will cause buckling. To prevent this, you may have to make a guide for the material between Roller and Clamping Heads on the top of the Carriage. (See sketch.)



If Clamp Heads seem sluggish or sticky, remove the four (4) bolts on top of each one. Remove and clean the Clamp Bar (PG-75), Wear Plate (PG-74) and Pistons (PG-79). Clamp Piston Seals and O-Rings may need replacing.

If the unit is acting strange, remove the two (2) lubricating air lines from the left and right side of the Carriage Assembly. Remove six (6) bolts, four (4) that are between cylinders and two (2) that are in recessed holes in front of the Clamp Heads. Lift off the Carriage Assembly for inspection and for cleaning. Check Roller Bearings on the bottom of the Clamp Heads and also the slots in the Cam for wear or debris.

### MAINTENANCE

Make sure the Stroke Plate is tight. Check for loose bolts. Keep Oiler Bowl full. Daily squirt some light oil on all moving parts that you can see. Also daily, blow off any excess chips, parts or foreign matter and check for any air leaks from the Regulator to On/Off switch.