FCO CA09835: V-Belt Drum Drive Safety Cover Upgrade

Internal document number: 719-00699A Rev A

Product

- Kodak® Trendsetter® 400/800 II
- Trendsetter Autoloader
- Trendsetter ContinuousLoad
- Trendsetter NEWS™

FCO priority

Next visit

Machines affected

- Trendsetter 400/800 II base, AL, and CL: serial numbers TM1017–1081
- Trendsetter NEWS: NM538–588

Component

V-belt drum drive

Background

In March of 2006, the drum drive on all non-Spectrum 400/800 II Trendsetter engines was changed to a V-belt and idler pulley system (ECO CA07058). Like previous Trendsetter platesetters, the early V-belt machines did not feature a separate guard to protect service personnel from the moving pulley and belt. However, recent reviews of the new V-belt system have determined there may be an increased risk of pinch and entrapment accidents associated with the open idler pulley and the serpentine path of the belt.

Solution

As a preventative measure, all Trendsetters with the V-belt drum drive are equipped with a belt guard (252-11258A), starting with serial numbers TM 1082 and NM 589. For V-belt Trendsetters in the field, FCO CA09835 will install this guard (upgrade kit 512-00365A) to machines with serial numbers TM 1017–1081 and NM 538–588 upon the next site visit.

Parts required

Part Number	Part Name	Quantity
512-00365A	KIT,UPGRADE,SAFETY COVER,V-BELT IDLER,TS	1
Kit contains:		
252-04855B	FAB,MAIN MOTOR MOUNT,STD ALUM EXT,TS8	1
252-11258A	COVER,SAFETY,PULLEY-BELT,DRUM DRIVE,TSM	1
52-7158	SCRW,M4*10,SOC-CAP,S-PL,12.9,PRE-APPLIED	3
52-4054	WASH,M4,FLT,S-PLATED	3

Tools required	• Hex key for M6 socket head capscrews (5 mm hex) • Hex key for M4 socket head capscrews (3 mm hex) • Hex key for M12 shoulder capscrew (6 mm hex) • Adjustable wrench for M10 nut or 17 mm open/close ended wrench • BRECOflex® belt-tensioning device (90-1062) • [Optional] Soft-headed mallet for making fine adjustments of the motor mounting bracket during belt tensioning
Related documents required	*Aligning and Tensioning the Drum Drive V-Belt* http://techplanet.creo.com/output/computer_to_plate/trendsetter_3244/content/docs/V-belt_align_tension.pdf
	**Warning:** Without the protective cover, the drum belt is exposed, posing a hand entrapment hazard. Allow the drum to settle before working in the drum belt area and exercise extreme caution to prevent your hand or fingers from being caught between the drum belt and pulleys. Failure to do so can result in serious injury to your hand or fingers.

Overview of the Safety Cover Upgrade Procedure

The motor mounting bracket will be swapped with a new version featuring 3X-M4 holes for the guard. The motor, idler pulley assembly and cooling fan assembly (if it exists) are relocated onto the new motor mounting bracket. Under normal conditions, the drive pulley should not have to be removed from the motor shaft. Electrical cables to the motor do not need to be disconnected. The belt will need to be precisely tensioned using the following procedure:

Aligning and Tensioning the Drum Drive V-Belt
http://techplanet.creo.com/output/computer_to_plate/trendsetter_3244/content/docs/V-belt_align_tension.pdf

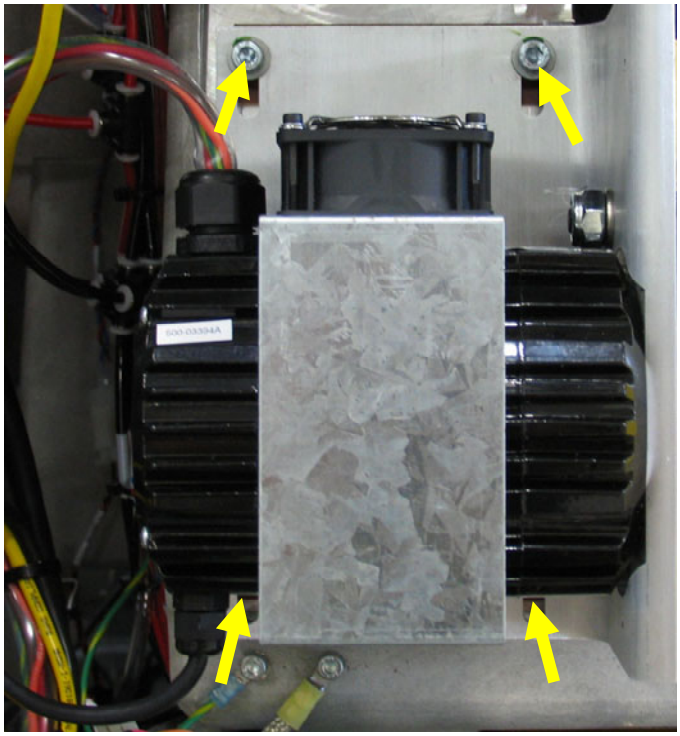
Pre-Upgrade Machine Conditions

The drum drive belt, motor pulley, and idler pulley must be properly positioned. If this condition is met, there is no need to remove the motor pulley from the motor shaft or change the standoff height of the idler pulley. If the belt is not positioned correctly, perform the following procedure:

Aligning and Tensioning the Drum Drive V-Belt
http://techplanet.creo.com/output/computer_to_plate/trendsetter_3244/content/docs/V-belt_align_tension.pdf

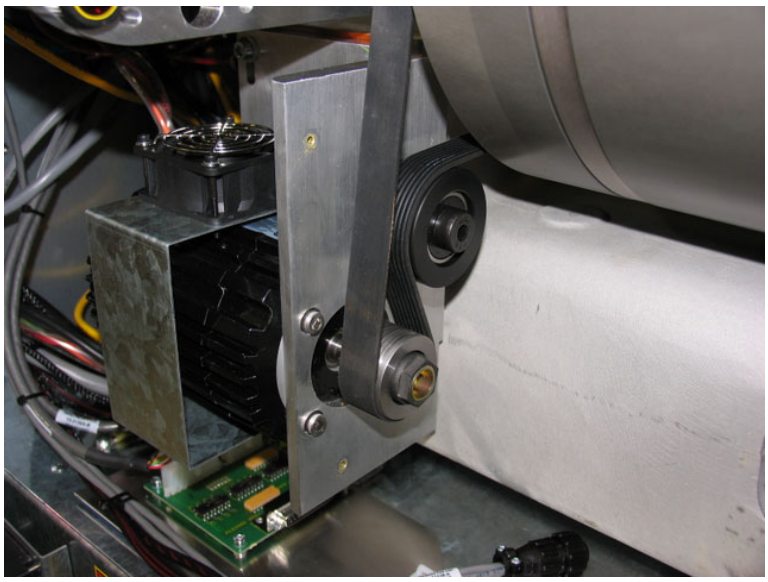
V-Belt Safety Cover Upgrade Procedure

1. Loosen the four M6 socket-head cap screws that attach the motor mounting bracket to the engine frame.



2. Slide the motor mounting bracket upwards to loosen the belt tension.
3. Remove the belt from the idler and motor pulleys.
4. Remove the four M6 socket-head cap screws and washers to detach the motor mounting bracket from the engine frame.
5. Set the motor gasket aside to reuse during reassembly.
6. If a fan and bracket are attached to the motor mounting bracket, remove the four M4 socket-head cap screws and detach bracket.
7. Locate the four ¼-inch socket-head cap screws that attach the drum drive motor to the motor mounting bracket. Remove the screws and washers and detach the motor from the bracket.
8. Locate and remove the M10 hex nut and washer that attach the idler bolt to the motor mounting bracket. Remove the idler assembly.
9. Exchange the motor mounting bracket for the new version featuring three M4 tapped holes in which to mount the safety cover.
10. Fit the idler assembly onto the motor mounting bracket. Install the M10 nut and washer and tighten the nut.
11. Install the drum drive motor onto new motor mounting bracket. Locate and tighten the four ¼-inch socket-head cap screws and washers. Note the orientation of the strain-relieved cables. The large cable bundle is up and smaller cable bundle down.

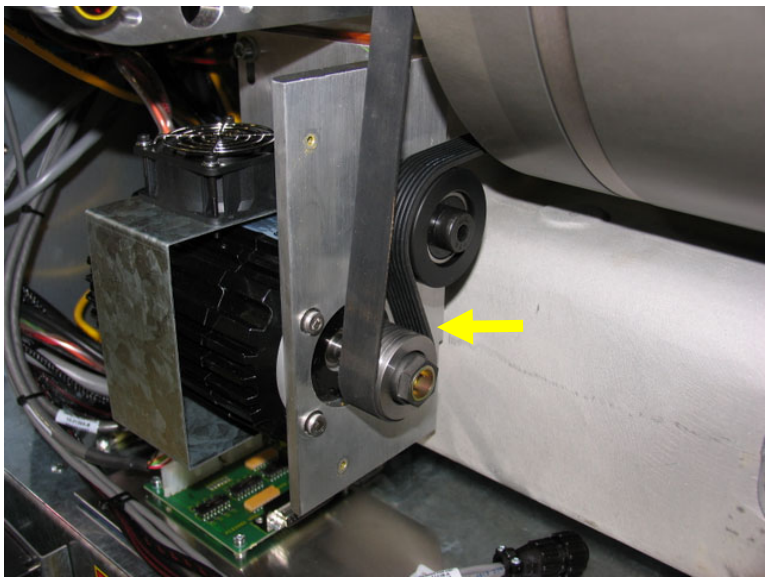
12. Fit the new motor mounting bracket to the engine frame, ensuring that the phenolic gasket is sandwiched between them. Loosely suspend the motor mounting bracket and gasket from the top two M6 socket-head cap screws and washers. Loosely install the bottom two M6 socket-head cap screws and washers.
13. Slide the motor mounting bracket upwards and refit the V-belt around the motor pulley and idler pulley.



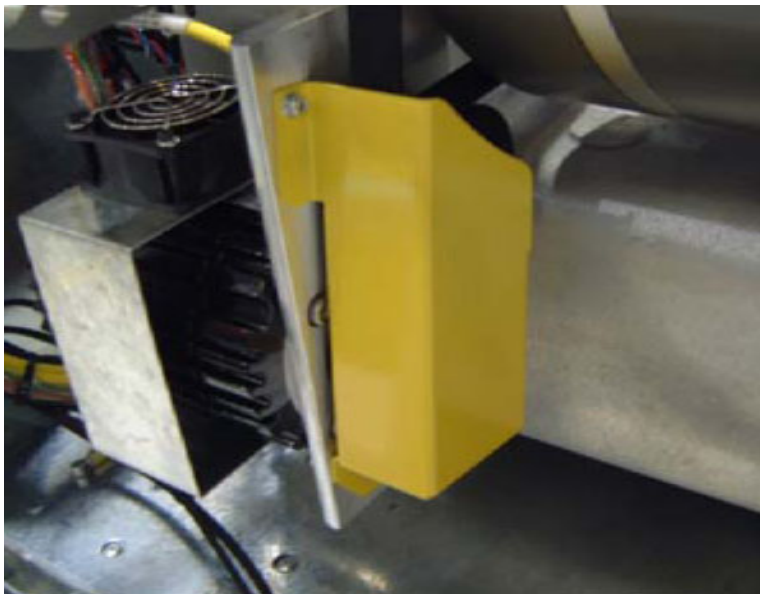
14. Set the V-belt tension and tighten the four M6 screws in the motor mounting bracket, as described in the following procedure:

    Aligning and Tensioning the Drum Drive V-Belt
    http://techplanet.creo.com/output/computer_to_plate/trendsetter_3244/content/docs/V-belt_align_tension.pdf

15. Loosely install one M4 socket-head cap screw and washer onto the motor mounting bracket to match open ended slot in safety cover.



16. Put the yellow safety cover onto the motor mounting bracket and install the remaining two M4 socket-head cap screws.



17. Find the best fitting position of the cover, ensuring it does not rub on the belt or pulleys. Tighten the three M4 socket-head cap screws.

FCO 100 label number	#23 (Trendsetter 400/800, AL, and CL) #28 (Trendsetter NEWS)
See also	Link to related documents
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