Field Change Order

ECO # C341
Description: Trendsetter vibration upgrade
Product affected: TS3
Priority: Next Service Call
Action: Install hard mounts for engine
Machines affected: SP1-S150
Installation time: 30 min
List Price:
Release Date:

Detailed Description:
In order to support the higher drum speeds required by the 3.0 minute thermal head, early Trendsetters must be retrofitted with stiffer engine mounts.

Special tools required:
2" x 4"x 3' wooden plank or steel bar
½" thick (approx.) small plywood sheet (approx. 5" x 5")

Parts needed:

Part no.	Description	Quantity
05-0054	Upgrade Kit, 3 minute upgrade	1

Version changes:

Part Changed (Description)	Old Version	New version

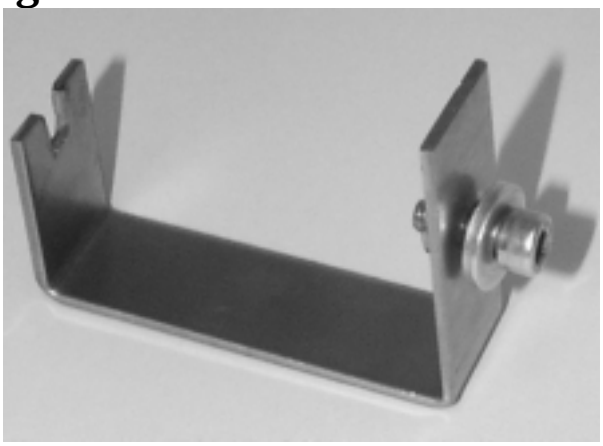
Version change notes:
Old Parts:

Procedure:

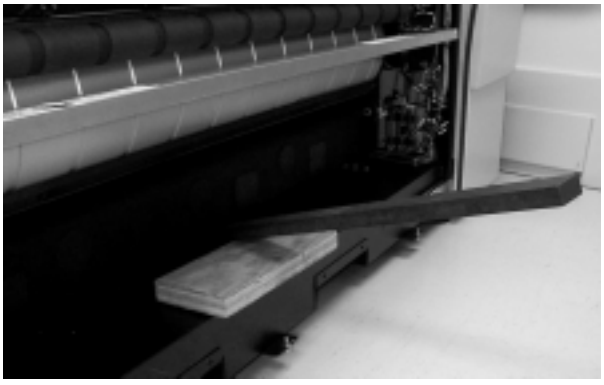
1. Power down the Trendsetter, open or remove the front panel, and slide out the fanbox and powerbox.

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2. Place a flat washer on each of the M6 screws and thread a screw slightly into the pem nut on each of the vibration mounts from the outside as shown in the diagram to the right.



3. Referring to the diagram below, place the wooden pad on the front of the frame and the plywood or metal bar over the pad and under the front of the engine. This will be used to lift the engine slightly to place the mounts underneath.

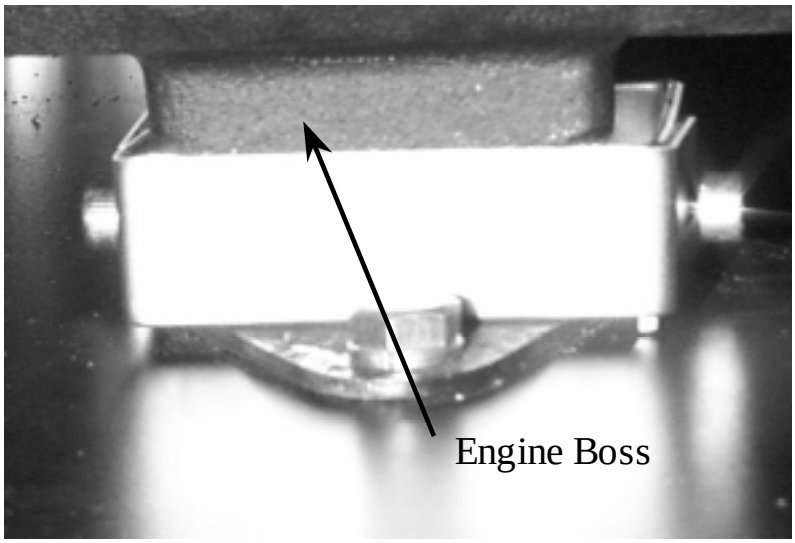




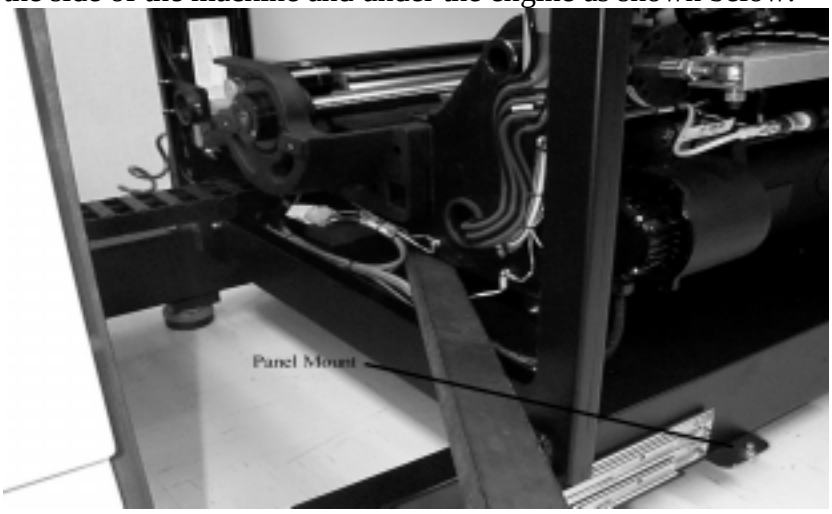
4. Lift the front of the engine slightly using the plank or bar and place one vibration mount behind one of the front corner rubber mounts. Ensure the M6 screw on the vibration mount is parallel to the drum as shown in photo above right.

   Caution: *Be careful not to handle the mount in such a way that you fingers could get pinched if the pry-bar slips.*

5. Keeping the engine lifted, place another bracket around the front of the rubber mount. With the weight still off the engine, squeeze the brackets together to ensure they are fully nested and sitting squarely under the engine boss. On some machines, you may find that you have to rotate the bracket 45° to make it fit so it contacts only the 4 corners of the boss. Use an M5 hex key and T-handle to tighten the screws. Let the engine down and ensure the bracket assembly is supporting the engine and squarely under the boss as indicated at right. Repeat steps 4 & 5 for other front corner of engine.



6. Depending on the serial number of the machine, there may or may not be rubber mounts under the rear corners of the engine. Carefully slide the wooden plank or steel bar through the side of the machine and under the engine as shown below.



7. If there are rubber mounts at the rear corners, slightly lift the rear of the engine and repeat steps 4 & 5 for the rear corners. It may not be possible to tighten the inside screws.
8. If the rear corner engine bosses are not resting on rubber mounts, lift the engine and place the aluminum vibration block squarely under the engine boss. Let the engine down and ensure that the block is supporting the engine and can't be removed. Repeat for the other side. If either rear corner block is not fully supporting the weight of the engine (if you can move the block after letting the engine down), do not block that corner, rather allow the engine to be free. You must have at least 3 corners of the engine lifted.
9. Discard the unused engine mount parts.
10. Issue a ">>putclamp" command and spin the drum at 190 rpm to ensure there is negligible vibration of the glass and no rattling sounds.
11. All machines should have the uprights replaced to reduce vibration. The upright upgrade provides stiffer support to the load glass and the parts are included in this kit. However, the upgrade takes about 1 - 2 hours, so if there is negligible vibration in the load ramp after steps 1 -1 0, then the remainder of this procedure, the upright upgrade, can be postponed. The upright procedure will be posted at a later date.
12. Close the fanbox and powerbox.
13. Close or replace the front panel. If the front panel is the removable type, there may be some interference between the top of the engine and the front panel. If so, bend the panel mounts (as shown in photo above) up slightly to eliminate the interference. It may also be necessary to adjust the door sensors and top panel latches.

For further information, please contact Steve Froese or Gary Edge.