Ejector Track Upgrade

Document number: FCO CA05641

Product	FCO priority
Magnus VLF Autoloader	Next failure

Background

This FCO implements changes to the ejector track retainer and bearing assembly to solve sticky ejector issues. The nylon retainer was used to compress the bearing, but the nylon did not hold its dimensions.

Solution

The modified design removes the nylon part from compressing the bearing.

Parts required

Part Number	Part Name	Quantity
512-00214A	Upgrade kit	1

Procedure

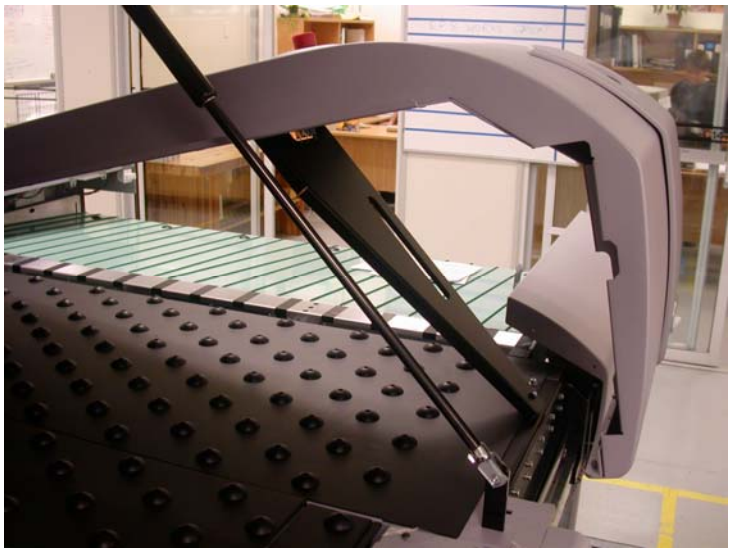
1. Type `>>ejector pusher1 down` to get the ejector in the down position.
2. Turn the device power off and shut off the air supply.

Accessing the ejector actuator

3. Open the front hood.
4. Remove the bridge top cover by releasing the two latches and removing the supporting arm. Tape the sliding part of the support arm in place to prevent it from falling out when the top cover is removed and reinstalled.
5. Remove the unload table center panels. There is no need to remove the two outer wide panels.
6. Pull out the unload table and loosen the five screws securing the finger guard to the front support beam. Slide the finger guard down.



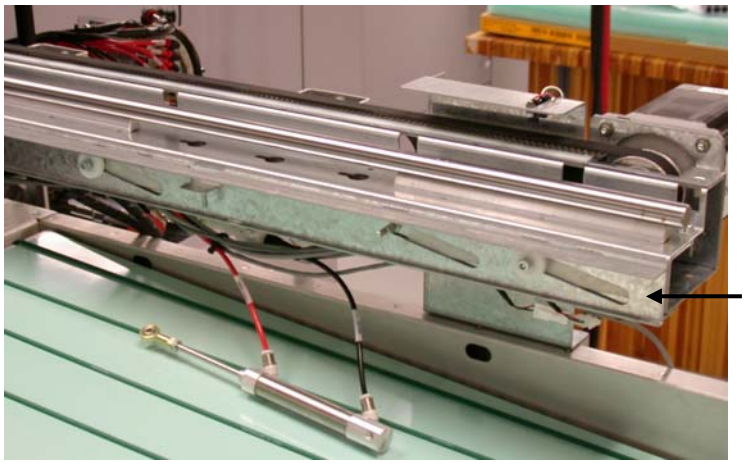
7. Release the six ¼-turn screws securing the rail clamp on the pullout section and remove the load table center rails—there is no need to remove the outer rails.
8. Slide the load table and unload table travelers to the front of the device so that they are out of the way.
9. Remove the two screws that secure the away side (right) shoulder panel, and prop up the shoulder panel.



10. Remove the ejector bridge rear panel to expose the ejector track (9 screws on a L to R device, 10 screws on a R to L device).

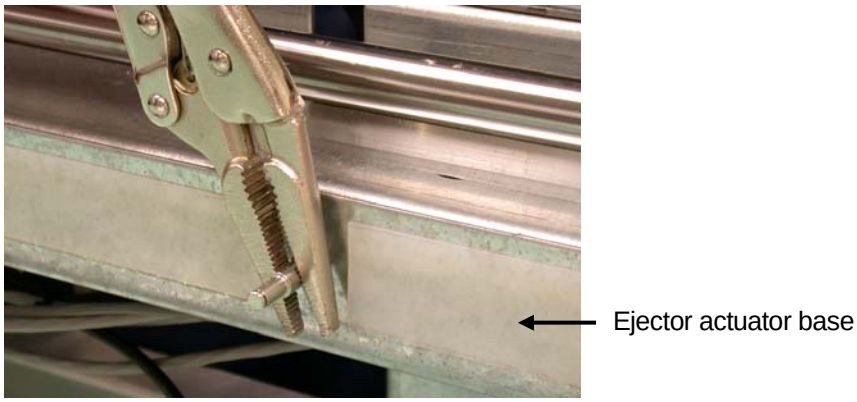
Removing the ejector actuator base brackets

11. Remove the ejector cylinder. There is a C-clip (item 41) securing the one side and a nylock nut securing the other side. To make it easier to remove and reinstall the cylinder, temporarily remove the air tubes to release the air pressure inside the cylinder.



12. Remove the 11 M5 screws holding the retainer sliders (item 70) to the ejector actuator base and remove the sliders.
13. Remove the ejector actuator rail (items 50 & 20) from the device—this rail will be reinstalled. Do not separate the two rail halves at the splice block (item 90).

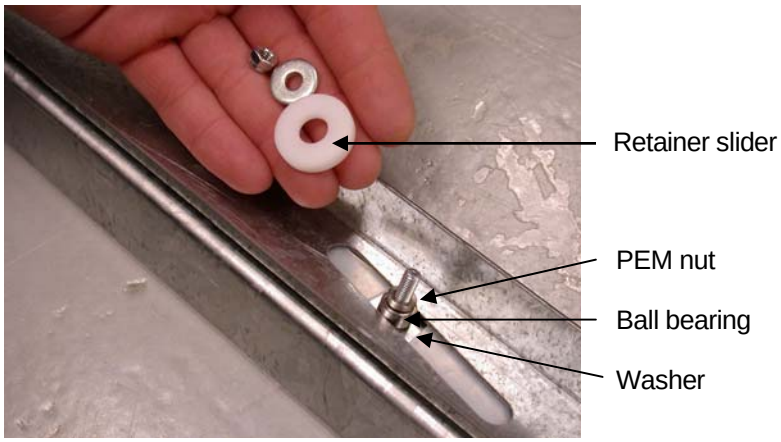
14. Use vice grips to remove the pivot pin (item 40) from the ejector actuator base (item 10).



15. Remove the eight screws on each ejector actuator base and remove them from the device—they will be replaced with new parts.

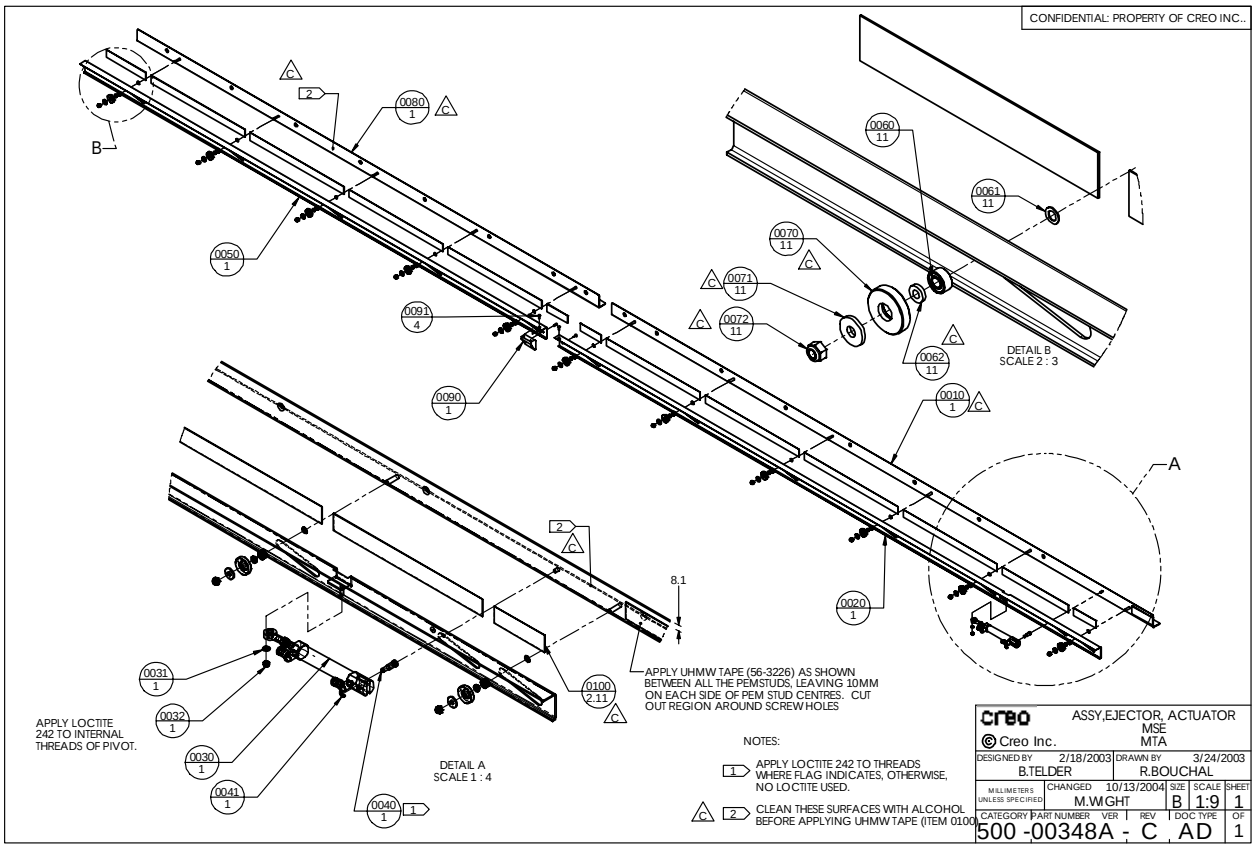
Installing the new ejector actuator bases

16. Install the two new ejector actuator bases (items 10 & 80). The one with the extra stud for the pivot pin is installed on the cylinder side (item 10).
17. Screw in the pivot pin and tighten with vice grip pliers.
18. On each of the 11 studs, install a washer (item 61), a ball bearing (item 60), and a PEM nut (item 62) with the serrated side towards the actuator base.
19. Install the actuator rail on the ejector track.



20. Install the 11 new retainer sliders (item 70), washers (item 71), and nylock nuts (item 72). Do not over-tighten the nuts—a snug fit is sufficient. The actuator rail should be able to slide left to right without resistance, but should not be loose.
21. Install the ejector cylinder. Make sure the air tubes are pressed all the way into the fittings.
22. Install the ejector bridge rear panel.
23. Lower the right side shoulder panel and fasten with the two screws removed earlier.
24. Install the load table rails.
25. Install the unload table panels.

26. Push the finger guard back up and secure it with the five screws.
27. Close the rail clamp and secure it with the six ¼-turn screws.
28. Install the bridge top cover and remove the tape holding the support arm slider in place.
29. Close the front hood.
30. Return the device to service.



See also	500-00348A-C
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