Field Change Order

ECO #	C006
Description:	New EPDM drum rollers
Products affected:	Trendsetter VLF VLF Platesetter
Priority:	Replace as required
Action:	Replace existing rollers with new EPDM compound rollers
Machines affected:	VB1 through V42, TSV01 through TSV 70
Installation time:	2 hrs
Release Date:	Dec 8, 1997

Detailed Description:

The black urethane rollers on the VLF engine backbone are made with an elastomer that is incompatible with Horsell and other positive working thermal plates. The current roller material and design has also been found to occasionally create marks on Kodak negative working plates.

The roller elastomer is been changed to a compound that has been found to not affect the plate emulsion on either Kodak negative or positive working plates. Chamfers have also been added to the groove shoulders to further reduce the possibility of marking the plate emulsion.

An upgrade kit is also created for field upgrades of sites wanting to use Horsell plates or that have had a history of roller marks on Kodak plates. All part and labor costs incurred at sites being upgraded because of roller marks on Kodak plates are to be charged to Creo. Sites being upgraded to use Horsell plates should have an invoice for the cost of the upgrade (parts, travel, and labor) forwarded to Horsell.

Special tools required:

¼" Allen key
Crescent wrench
Metric Allen keys
Loctite 242 (Blue)
Fine felt pen or pencil

Parts needed:

Part no.	Description	Quantity
02-4270A	Kit, Upgrade, VLF/TSV, EDPM Plate Rollers	1

Old Parts: Discard any removed parts.

Procedure:

Note: This upgrade should only be done on machines that will be exposing Horsell or other non-preheated positive working thermal plates, or at sites that have reported problems with roller marks on Kodak negative working plates.

1. Check if ECO B510 has been installed on the engine backbones. ECO B510 adds shim washers between the outer backbone cam followers and the backbone to reduce the end-to-end slop between the cam followers and the engine end plates.

   If ECO B510 has not yet been installed on a VLF Platesetter, look for the parts and instructions at the site—they have been shipped to all VLF Platesetter sites. If ECO B510 has not yet been installed on a Trendsetter VLF, order upgrade kit 02-4270A.

   Once you have the parts, it is recommended that you measure the gap between the cam followers and the end plates at both ends of all backbones, then remove all the backbones at once before proceeding with this procedure.

2. Remove the roller backbone from the engine.

   VLF Platesetter
   a) Lower the table.
   b) Remove the shoulder bolts through the backbone cylinder rod-ends.
   c) Slide the backbone from between the engine end-plates and up over top of the TEC backbone.
   d) Remove the backbone through the engine module side or front door.

   Trendsetter VLF:
   a) Remove the shoulder bolts through the backbone cylinder rod-ends.
   b) Lift the roller backbone straight away from the engine.

3. Mark the position of all roller shaft mounting blocks on the backbone with a fine felt pen or a pencil.

4. Remove both outer roller shaft mounting blocks and both outer rollers. Save the M6 screws.

5. Remove one inner roller shaft mounting block, and remove the inner roller.

   Note: Nylon washers are used as shims between the rollers and the blocks. Remove any that are still on the rollers and place them on the mounting block stub shafts.

6. Install the new inner roller and replace the roller shaft mounting block in its previous position. Be sure to replace any shims that were under the mounting block. Use Loctite 242 (blue) on the mounting screws. Ensure the roller spins smoothly.

7. Repeat Step 5 for the outer rollers.

   Note: The outer rollers are not symmetrical—one of the outer segments is narrower. The narrow segment must be oriented to the outside of the backbone (see the assembly drawing).

8. Replace the backbone in the engine. The shoulder bolts must be inserted from underneath the backbone. Use Loctite 242 on the shoulder bolt threads.

9. Check the roller retract pressure using the pressure gauge. The pressure regulator at the manifold should be adjusted to deliver 15 to 20 psi pressure to the roller cylinders with the roller down.

10. Check the backbone motion to ensure it retracts and extends evenly, and within its specified time for each motion. Adjust the cylinder speed controls as required.

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