

MAINTENANCE INSTRUCTIONS

EDON LINE-TRACKERS

A-4480

A-6011

A-8586/8157

A-10788

A-11396

A-11420

A-12272

**(ALL OTHER HEAVY & LIGHT DUTY
LINE-TRACKERS)**

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STANDARD LUBRICATION SCHEDULE FOR EDON LINE-TRACKERS

1. LUBRICATION OF ROLLER-CHAIN AND BACK-UP BAR; IN ADDITION, SPLINED DRIVE SHAFTS AND “UNIVERSAL” JOINTS WHEN INCORPORATED IN DRIVE TRAIN:
 - 1000 HR INTERVALS...BRUSH COAT WITH SAE GRADE MPG/LUBRIPLATE #130-AA
2. LUBRICATION OF REDUCTION GEARS AND BEVEL GEAR SETS:
 - 1000 HR INTERVALS...BRUSH COAT WITH SAE GRADE MPG/LUBRIPLATE #130-AA
3. UNDER ADVERSE CONDITIONS WHERE WATER OR OTHER CONTAMINATION EXISTS WHICH COULD DILUTE THE LUBRICATION:
 - INCREASE LUBRICATION SCHEDULE TO 500 HRS IN LIEU OF 1000 HRS
4. WHERE LINE-TRACKERS ARE EXPOSED TO BOOTH POWER-WASHING OR SIMILAR CLEANING METHODS ALL ASSOCIATED LINE-TRACKER DRIVE COMPONENTS, INCLUDING THE ROLLER-CHAIN & DOG ASSEMBLY, SHOULD BE LUBRICATED AFTER EACH CLEANING CYCLE WITH THE EXCEPTION OF SEALED RIGHT ANGLE GEAR BOXES. FURTHER, PRIOR TO LUBRICATING, BLOW-OFF WATER DEPOSITS TO DRY UNIT:
 - BRUSH COAT ALL MECHANICAL COMPONENTS WITH SAE GRADE MPG/LUBRIPLATE #130-AA

WARNING: DO NOT ATTEMPT TO INSTALL OR SERVICE LINE-TRACKERS WHILE THE CONVEYOR IS IN OPERATION. CONVEYOR SYSTEM MUST BE “LOCKED-OUT” PRIOR TO PERFORMING ANY SERVICE.

STANDARD LUBRICATION SCHEDULE FOR EDON REMOTE MOUNTED NEMA-12 ENCLOSED GEAR MECHANISMS

1. LUBRICATION OF GEARING INTERNAL TO THE NEMA ENCLOSURE, SPLINED DRIVE SHAFTS & “UNIVERSAL” JOINTS:
 - 1000 HR INTERVALS..BRUSH COAT WITH SAE GRADE MPG/LUBRIPLATE #130-AA

2. LUBRICATION OF FLANGE/PILLOW BLOCK BEARINGS AND ALL ZERK FITTINGS:
 - 1000 HR INTERVALS

3. UNDER ADVERSE CONDITIONS, WHERE WATER OR OTHER CONTAMINATION EXISTS WHICH COULD DILUTE THE LUBRICATION:
 - INCREASE LUBRICATION SCHEDULE TO 500 HRS IN LIEU OF 1000 HRS

4. WHERE LINE-TRACKERS ARE EXPOSED TO BOOTH POWER-WASHING OR SIMILAR CLEANING METHODS ALL ASSOCIATED LINE-TRACKER DRIVE COMPONENTS, INCLUDING THE ROLLER-CHAIN & DOG ASSEMBLY, SHOULD BE LUBRICATED AFTER EACH CLEANING CYCLE WITH THE EXCEPTION OF SEALED RIGHT ANGLE GEAR BOXES. FURTHER, PRIOR TO LUBRICATING, BLOW-OFF WATER DEPOSITS TO DRY UNIT:
 - BRUSH COAT ALL MECHANICAL COMPONENTS WITH SAE GRADE MPG/LUBRIPLATE #130-AA

WARNING: DO NOT ATTEMPT TO INSTALL OR SERVICE LINE-TRACKERS WHILE THE CONVEYOR IS IN OPERATION. CONVEYOR SYSTEM MUST BE “LOCKED-OUT” PRIOR TO PERFORMING ANY SERVICE.

MECHANICAL COMPONENT INSPECTION 500 HOUR INTERVAL

1. INSPECT ALL COMPONENTS FOR SIGNS OF WEAR; ESPECIALLY: CLUTCHES ON LINEAR LINE-TRACKERS (IT IS RECOMMENDED THAT CLUTCHES AND LINE SHAFTS BE REPLACED YEARLY), SPROCKETS, SPRING TENSION ARMS, DRIVE CHAINS, CHAIN DOGS AND CHAIN RUB RAILS. ON UNITS WITH GEARED ENCODERS ALSO INSPECT GEARS FOR WEAR, EXCESSIVE BACK-LASH AND MISALIGNMENT.

2. INSPECT LINE-TRACKER ALIGNMENT TO CONVEYOR. THE UNIT SHOULD BE INSTALLED PARALLEL AND LEVEL TO CONVEYOR. THE LINE-TRACKER DOGS SHOULD ENGAGE CENTERED IN THE CONVEYOR LINK OPENING HEIGHT. **MAKE SURE THAT THE LINE-TRACKER DOG CHAIN DOES NOT CONTACT THE CONVEYOR CHAIN (ONLY DOGS SHOULD CONTACT), AS THIS WILL SIGNIFICANTLY REDUCE TRACKING ACCURACY.** THERE SHOULD BE APPROX. 1/8" CLEARANCE BETWEEN DOG CHAIN & CONVEYOR CHAIN.

3. INSPECT ALL BOLTS/NUTS, SET SCREWS, RETAINERS AND BEARINGS TO ASSURE TIGHTNESS AND PROPER TORQUE.

4. ON UNITS WITH DRIVE-SHAFT CONNECTED REMOTE ENCODERS; INSPECT ALL DRIVE COMPONENTS FOR ALIGNMENT AND SIGNS OF WEAR. PAY PARTICULAR ATTENTION TO UNIVERSAL JOINTS/ SET-SCREWS AND SPLINED CONNECTOR SHAFTS AS TO SPLINE WEAR AND LUBRICATION.

5. ON LINE-TRACKERS WITH MANUAL CHAIN TENSION ADJUSTMENT; CHECK CHAIN TENSION. CHAIN SHOULD BE DRAWN TIGHT WITH TENSIONER AND BACKED-OFF SLIGHTLY TO ALLOW SMOOTH OPERATION. A PROPERLY ADJUSTED CHAIN WILL HAVE APPROX. $\pm 1/4$ " OF LATERAL PLAY BETWEEN THE DRIVE SPROCKET AND THE IDLER SPROCKET AND WILL EXHIBIT APPROXIMATELY 1/4" OF LATERAL FREE-PLAY RELATIVE TO THE RUB RAIL.

6. SYSTEMS WITH REMOTE ENCODERS SHOULD BE INSPECTED FOR SIGNS OF EXCESS GEAR BACK-LASH. ALL GEAR AND UNIVERSAL JOINT SET-SCREWS SHOULD BE TIGHTENED, COUPLINGS AND UNIVERSAL JOINTS INSPECTED AND BACK-LASH SET TO PROVIDE APPROXIMATELY .002" TO .004" BACK-LASH.

7. PROTECTIVE COVERS/ENCLOSURES SHOULD BE IN-PLACE DURING NORMAL OPERATION.