

ACCURPRESS
INSTRUCTION MANUAL
713012

ACCURPRESS SERVICE MANUAL

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A. - TECHNICAL SPECIFICATION1.- GENERAL SPECIFICATIONS

- a. Model : 713012
- b. Serial No. : 1466
- c. Tonnage : 130 Tons
- d. Total Weight : 17000 Lbs
- e. Total Ram Stroke : 8 Inches

2.- Operating Performance

- a. 13 Stroke/Minute (3" Stroke)

3.- Backgauge

- a. Mark II: (manual front operated)

4.- Electrical Power

- a. Main Supply Voltage
 - 440 volts/ 3 phase/ 60 Hz
- b. Control Voltage
 - 120 volts/ 1 phase/ 60 Hz

5.- Electrical Motor

- a. Main Motor: Baldor
 - 20 H.P./ 256T-FRAME/ 1800 RPM

6.- Hydraulic System

- a. pump
 - Denison T6CC-O14-005-IR28-C111
 - High Volume : 21 GPM at 1800 RPM
 - High Pressure : 7.5 GPM at 1800 RPM
- b. Main Directional Valve
 - High Volume :Parker D61VW9C24Y
 - High Pressure :Parker D61VW8C320Y40
- c. Hydraulic Cylinders
 - Accurpress Drawing No: 1-3423
 - Diameter 6 Inches x 25 Stroke
- d. Operating Pressure
 - High Volume : 1000 PSI
 - High Pressure : 2525 PSI
- e. Reservoir Capacity
 - 47 U.S.Gallons
- f. Hydraulic Oil Cooler
 - Oil to air exchanger :Thermal Transfer M10
- g. High pressure relief valve :Fluid Controls 1A30F60S
 - High Volume relief valve :Fluid Controls 1A30F60S

h. Hydraulic Fluid Recommendations

-viscosity grades :32-68 cst (150-315 sus)
at 40 degree C (104 degree F)
-running viscosity :15-54 cst (70-250 sus)
-start up viscosity :860 cst (4000 sus) max.
-suggested product brands :Petro Canada AW32, AW68
Phillips Magnus AW315
Arco AW315
Mobil DTE26
Shell TELLUS65

8756

← DURO 68 →

i. Hydraulic Filter

-Fram C-1671

B.- ACCURPRESS INSTALLATION**1.- PRE DELIVERY INSPECTION:**

Inspect machine for shipping damage upon delivery and report to the carrier immediately.

2.- LIFTING:

The press brake can be lifted by a crane using slings slung around the torque tube at the rocker arms. Use of a forklift truck of sufficient capacity, lifting under the bed of the machine is also acceptable. The press brake should be secured to the mast of the forklift when using this method.

3.- MACHINE PLACEMENT:

The press brake should be placed on a level concrete floor, suitable to support the machine weight. Fastening the machine frame to the floor is optional. Fastening can be accomplished with a suitable masonry anchor, using the press brake base as a template for anchor location.

Prior to bolting or setting, the press should be levelled and shimmed under the floor mounting pads as required.

4.- PRESS BRAKE SET UP:**A.- Protective Coating Removal:**

All unpainted machined surfaces are protected with a rust inhibitor and should be removed with cleaning solvent.

B.- ACCURPRESS INSTALLATION

4.- PRESS BRAKE SET UP (Continued):

B.- Hydraulic System Oil Fill:

The Accurpress is shipped without oil. The press brake should be filled with oil as specified in the Technical Specifications Section. The fluid level should be 2 inches from the top of the tank.

C.- Electrical Power Connection:

Personnel connecting electrical power should confirm supply voltage is identical to that specified on machine nameplate.

Prior to starting hydraulic pump drive motor, check that hydraulic oil has been installed.

The selector switch on the electrical panel should be set to the "jog" position prior to starting the electrical motor.

Jog start the motor to establish that motor rotation corresponds to directional arrow on motor frame.

C.- ACCURPRESS PRESS BRAKE.- GENERAL DESCRIPTION**1.- ACCURPRESS SYSTEM:**

The Accurpress is a hydraulically powered press brake. Two hydraulic cylinders generate the force, which is transferred to the press ram by mechanical linkage.

The two hydraulic cylinders are synchronized by the torque tube interconnecting the rocker arms.

The hydraulic system is designed with a double pump to facilitate the ram to approach the workpiece rapidly, press the part at a slow speed for accuracy and retract at high speed.

The hydraulic system is protected by two overpressure relief valves. This safeguard prevents the hydraulic system and press frame from overload when forming is attempted which is beyond the capacity of the press brake.

Some models have an additional torque limiting system built into the torque tube to prevent over stressing the press frame when overloading the press at one end of the ram.

Each press brake is equipped with manual ram parallel adjust, standard backgauge and standard sidegauge control.

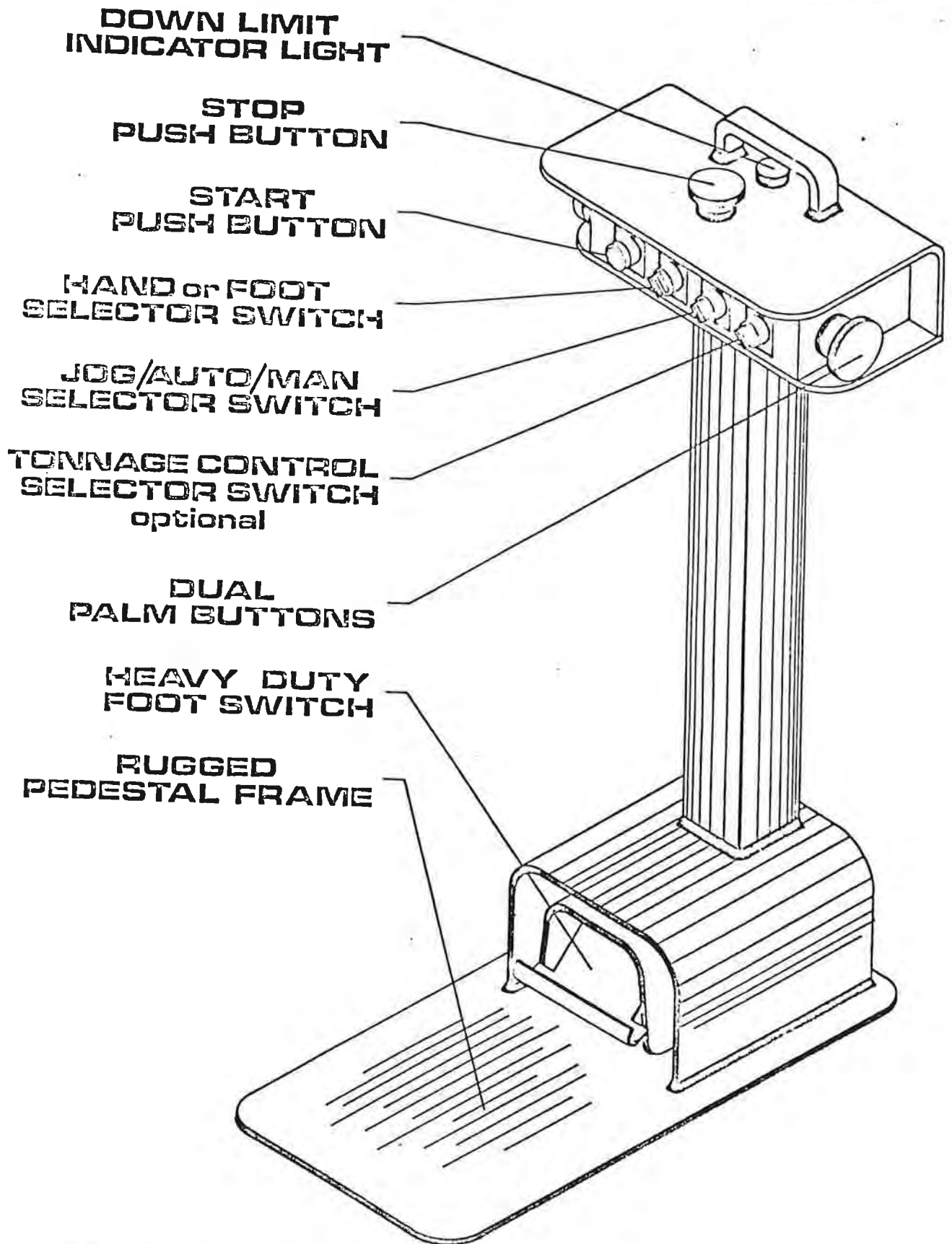
Features such as power ram parallel adjustment, powered backgauge, ram tonnage control and palm buttons are optional.

D.- OPERATING CONTROLS

1- DESCRIPTION OF CONTROLS - ELECTRICAL

- a) Main Electrical Power Disconnect on Electrical cabinet:
Isolates power to press brake at the electrical cabinet.
- b) Circuit breakers on Electrical cabinet:
 - i) Control power circuit breaker:
Overload protection for press brake control circuit. Push to reset.
 - ii) Backgauge circuit breaker (optional):
Overload protection for Accurpress power operated backgauge. Push to reset.
- c) Electrical controls at Remote Operator's Control Station:
 - i) Start Button: Hydraulic pump drive motor start.
 - ii) Stop Button: Hydraulic pump motor stop.
 - iii) Hand/Foot Selector Switch: Press control by dual palm button in "Hand" mode.
Press control by footswitch in "Foot" mode.
 - iv) Jog, Auto, Manual Selector Switch:
 - Jog - Ram will lower when palm buttons or footswitch is depressed
 - Ram will stop when palm buttons or footswitch released or down limit contacted.

OPERATORS CONTROL STATION



ACCURPRESS

D.- OPERATING CONTROLS

1- DESCRIPTION OF CONTROLS - ELECTRICAL (Continued):

Manual - Ram will lower when palm buttons or footswitch is depressed.

- Ram will stop when down limit contacted

- Ram will return to up position when palm buttons or footswitch is released.

Auto - Ram will lower when palm buttons or footswitch (Single is depressed.

Cycle) - Ram will return reverse when down limit is contacted and return to "up" limit setting and stop. The footswitch or palm buttons must be released and retripped to initiate ram cycle again.

- Ram will return to up position when palm button or footswitch is released.

v) Tonnage Control Selector Switch (Optional):

The tonnage selector switch adds the feature of limiting the ram output tonnage as preset by the ram to tonnage control knob located at the top right hand end of the press ram, Adjacent to the ram connecting link pivot bracket. On larger machines the tonnage control knob may be located on the press brake bed under the bed cap, Refer to Mechanical Controls for Adjustment Procedure.

vi) Down Limit Indicator Light:

An indicator lamp to register ram down limit contact and assist the operator in setting up bend angles on parts to be formed.

D.- OPERATING CONTROLS

1- DESCRIPTION OF CONTROLS - ELECTRICAL (Continued):

- vii) Palm Buttons (Palm bar location optional):
Safety control feature to immobilize press operators hand on ram down stroke. Ram down motion is initiated when both palm buttons are initiated simultaneously. Ram will not move down if palm buttons are depressed independently. Press ram "up" motion is dependent on Jog/Auto/Manual selector switch when palm buttons are released.
- viii) Footswitch:
Ram down motion is initiated when footswitch is depressed by operators foot. Press ram "up" motion is dependent on Jog/Auto/Manual selector switch when footswitch is released. Dual footswitch press control (optional) requires both footswitch activation to initiate ram down.
- d) "Up-down" Push button - Ram Parallel Drive (Optional) at left end of Press Brake:
Ram to bed parallel is adjusted by maintaining either the "up" or "down" push button until desired position is attained. A ram parallel position indicator attached to the ram parallel mechanism shows a "+" and a "-" to indicate the ram to bed distance is increasing towards "+" and decreasing towards "-".
- e) "Forward/Reverse" Push Buttons - Backgauge drive at right end of Press Brake: (Optional):
The back gauge stop bar is powered towards bed when the "forward" push button is maintained. The back stop will stop when the push button is released or forward limit is contacted. The back stop will drive away from the bed when the "reverse" push button is maintained. The bar will stop when the button is released or reverse limit is contacted.

D.- OPERATING CONTROLS

2- DESCRIPTION OF CONTROLS - MECHANICAL:

a) Side Gauge:

The side gauge controls the ram depth of stroke, approach speed, and the ram stop on the up stroke:

i) Ram depth stroke:

The ram stroke or depth stop is adjusted by rotating the calibrated depth stop knob to the required setting.

A micrometer dial on the turret stop permits fine stop adjustments for accurate braking. The turret stop permits 3 additional preset stop positions by simply rotating the turret manually to the next position.

ii) Ram "up" cam:

The cam is manually adjustable along the vertical guide rod to set ram up travel stop

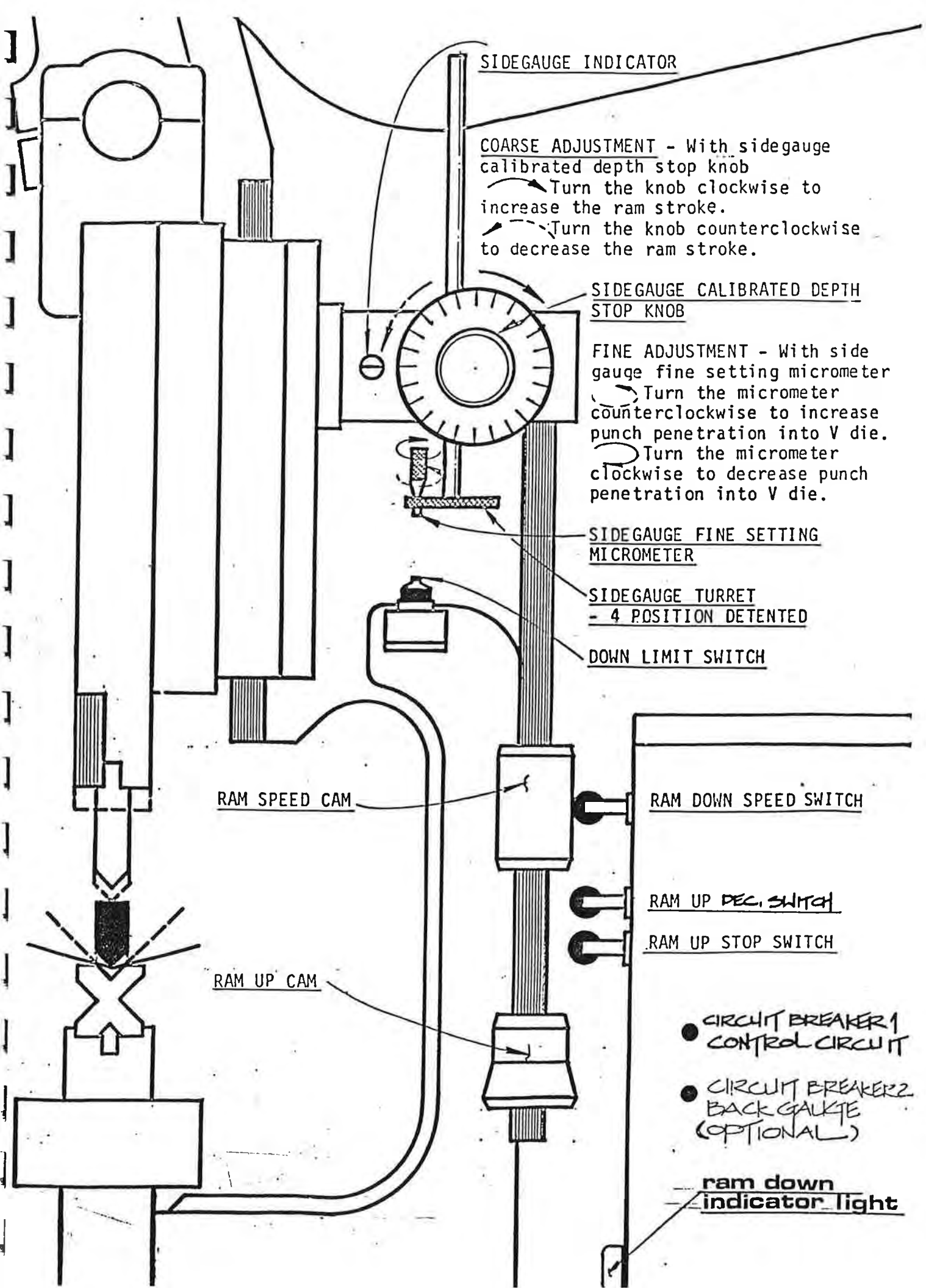
iii) Ram speed control cam:

The ram speed control cam is manually adjustable along the mid length of the guide rod to permit a variable range for rapid ram travel.

The ram decelerates to a slow pressing mode as the speed limit is contacted.

Occasionally, incorrect setting of the speed cam will cause the ram to stall on the workpiece. The high volume pump relieves the hydraulic system as a result.

This malfunction is corrected by simply adjusting the cam to activate the speed limit.



SIDEGAUGE INDICATOR

COARSE ADJUSTMENT - With sidegauge calibrated depth stop knob

Turn the knob clockwise to increase the ram stroke.

Turn the knob counterclockwise to decrease the ram stroke.

SIDEGAUGE CALIBRATED DEPTH STOP KNOB

FINE ADJUSTMENT - With side gauge fine setting micrometer

Turn the micrometer counterclockwise to increase punch penetration into V die.

Turn the micrometer clockwise to decrease punch penetration into V die.

SIDEGAUGE FINE SETTING MICROMETER

SIDEGAUGE TURRET - 4 POSITION DETENTED

DOWN LIMIT SWITCH

RAM SPEED CAM

RAM DOWN SPEED SWITCH

RAM UP DEC. SWITCH

RAM UP STOP SWITCH

RAM UP CAM

● CIRCUIT BREAKER 1 CONTROL CIRCUIT

● CIRCUIT BREAKER 2 BACK GAULTE (OPTIONAL)

ram down indicator light

D.- OPERATING CONTROLS

2- DESCRIPTION OF CONTROLS - MECHANICAL (Continued):

b) Ram/Bed Parallel Adjustment - Manual:

The ram/bed parallel adjustment mechanism is located at the left end of the press ram. Ram to bed parallelism or ram to bed offset is achieved by releasing the locking knob and turning the eccentric adjuster nut with the hook wrench provided.

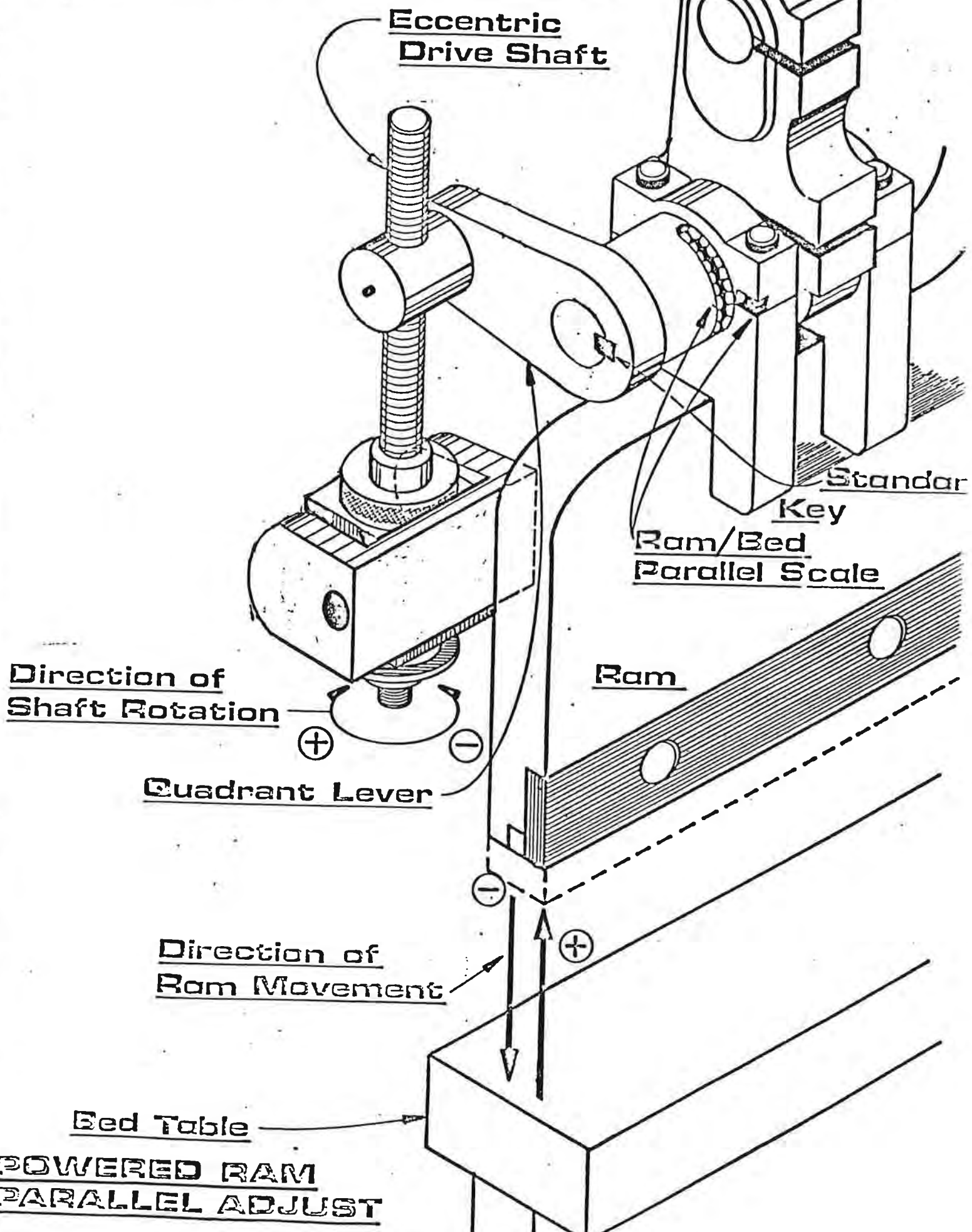
An indicator scale decal located on the quadrant lever registers "+" for ram to bed dimension increasing and "-" for decreasing dimension.

The scale graduations indicate a dimensionless offset from ram parallel to bed as a reference only.

Press brake operators requiring an accurate ram to bed offset should use a dial indicator with a magnetic base positioned to read the offset change between ram and bed when adjusting the eccentric adjuster nut.

Ram to bed offset greater than the limits of the eccentric drive shaft, necessitate repositioning the quadrant to the alternate key position adjacent to the standard centre key position.

ALLURPRESS



**POWERED RAM
PARALLEL ADJUST**

D.- OPERATING CONTROLS

2- DESCRIPTION OF CONTROLS - MECHANICAL (Continued):

b) Ram/Bed Parallel Adjustment - Manual:

The procedure involves advancing the eccentric adjuster nut to the maximum rotation of the quadrant lever, pulling the key, rotating, the quadrant lever back to engage the alternate key position, install the key and then advancing the eccentric adjuster nut to rotate the quadrant lever for the additional ram to bed parallel adjustment, the locking knob should be torqued hand tight to prevent the eccentric adjuster screw turning from the press loads during cycling.

The Ram/Bed Parallel adjustment is also available as an optional power operated system.

c) Backgauge:

i) Manual:

The horizontal position of the backgauge bar is adjusted by releasing a clamping hand knob on the carriage and rotating an adjacent hand knob to move the carriage position. The clamping hand knob maintains the carriage position. Vertical adjustment of the stop bar is achieved by adjusting the knurled hand knob on the threaded vertical support columns.

D.- OPERATING CONTROLS

2- DESCRIPTION OF CONTROLS - MECHANICAL (Continued):

c) Backgauge:

ii) Manual - front operated (Optional):

The horizontal position of the backstop bar is adjusted by a handwheel at the front of the press. The position of the bar is indicated by a digital counter at the handwheel. The position indicating range is from 0.00 to 27.00 from the press centreline.

The front operated backgauge is also available with an electric motor drive as an option.

d) Ram Ton Control (Optional):

Ram tonnage is selected by turning the "Tonnage Control" selector switch at the electrical cabinet to "on", setting ram speed cam and adjusting the tonnage control knob under the bed cap counter-clockwise to decrease ram tonnage and clockwise to increase tonnage.

Ram tons is indicated on a gauge mounted in the centre of the ram.

D.- OPERATING CONTROLS

2- DESCRIPTION OF CONTROLS - MECHANICAL (Continued):

The tonnage control when used in conjunction with the down limit switch, will permit using small opening dies without overloading or damaging the dies should full press tonnage be applied. The maximum tonnage required should be preset and then the normal braking procedure followed. Press operation requiring the ram travel to be controlled on tonnage only, will necessitate adjusting the down limit switch so that the ram will stop or return once the preset tonnage is selected.

Press brake operation not requiring tonnage control will necessitate the "Tonnage Control" selector switch to be turned "off" in order to develop full ram tonnage.

NOTE: Tonnage control is operational in the slow ram speed mode only! The ram speed cam must be set to contact the ram speed switch during the work stroke.

E.- ACCURPRESS STARTUP PROCEDURE**1.- OPERATOR TRAINING:**

The equipment user shall be responsible for training operators to be familiar with all machine controls and safe operation of the Accurpress press brake.

2.- SAFETY GUARDS AND WARNING DECALS:

Accurpress press brakes are equipped with safety guards and warning decals to prevent injury to operators.

These safety features are not to be removed.

3.- ACCURPRESS - START UP:

- a) Set selector switch on electrical cabinet to "jog".
- b) Check that no foreign objects interfere with any moving part of the press brake.
- c) Start hydraulic pump motor.
- d) Turn selector switch to "manual" - ram will raise and stop on up limit stop.
- e) Depress footswitch :
 - Ram will lower until down limit contacted,Release footswitch:
 - Ram will raise to up limit.
- f) Cycle press ram until operator is familiar with all electrical and mechanical controls.
- g) Install upper and lower dies. Check that the dies are aligned and secured with the die clamps attached to the press brake.

4.- PRESS BRAKE FORMING:

The operator having become familiarized with the press

E.- ACCURPRESS START UP PROCEDURE

4.- PRESS BRAKE FORMING:

controls should select some sample pieces of plate to perform actual bends using the press brake control settings.

The following steps outline a suggested procedure to follow:

a) To set ram "down" stop:

Set selector switch to "jog".

Jog the ram down so the upper die penetrates into the lower die.

Advance the side gauge down until micrometer contacts the down limit switch.

The red indicator light on the cabinet adjacent to the "up" cam on the sidegauge lights on when the down limit is contacted. This indicator light is intended as an aid to setting the ram down travel.

b) To set ram speed control:

Slide speed cam down slide rod so that speed limit is contacted prior to upper die contacting plate on lower die.

c) To set ram "up" position:

Slide ram "up" cam up the slide rod to allow ram up travel sufficient to remove plate after forming. Initially ram can retract fully.

d) Bend test:

i) Set selector switch to "jog".

ii) Place bend sample across dies and depress footswitch until bend is made.

iii) Release formed piece by jogging ram up.

E.- ACCURPRESS START UP PROCEDURE

4.- PRESS BRAKE FORMING:

- iv) Check formed piece for required angle
- v) Adjust side gauge hand knob for coarse adjustment and micrometer for fine adjustment to formed shape.
- vi) Repeat bend tests at each end of ram opposite the side plates to establish equal angle of bend on test pieces.
- vii) Adjust ram parallel if bend angle is not consistent. Refer to Section D2b.
- viii) Form a sample plate the full length at press to establish uniformity in the length of the bend.

5.- LOWER DIE SHIMMING:

The bed and ram of the press brake are machined flat with a slight crown into the surfaces to compensate for deflection during forming.

Occasionally the properties of steel plate to be formed will form unevenly. A common practice of shimming under the lower die to compensate for irregularities is necessary to realize good formed sections.

F.- LUBRICATION AND MAINTENANCE

1.- HYDRAULIC SYSTEM:

Periodically check the hydraulic tank fluid level. The fluid level should be maintained approximately 2 inches from the top of the tank.

The hydraulic filter should be changed annually.

Hydraulic Fluid change interval is dependant on equipment usage and ambient conditions. This interval can be based on an oil analysis or suitable time interval according to users general practice.

2.- MECHANICAL SYSTEM LUBRICATION:

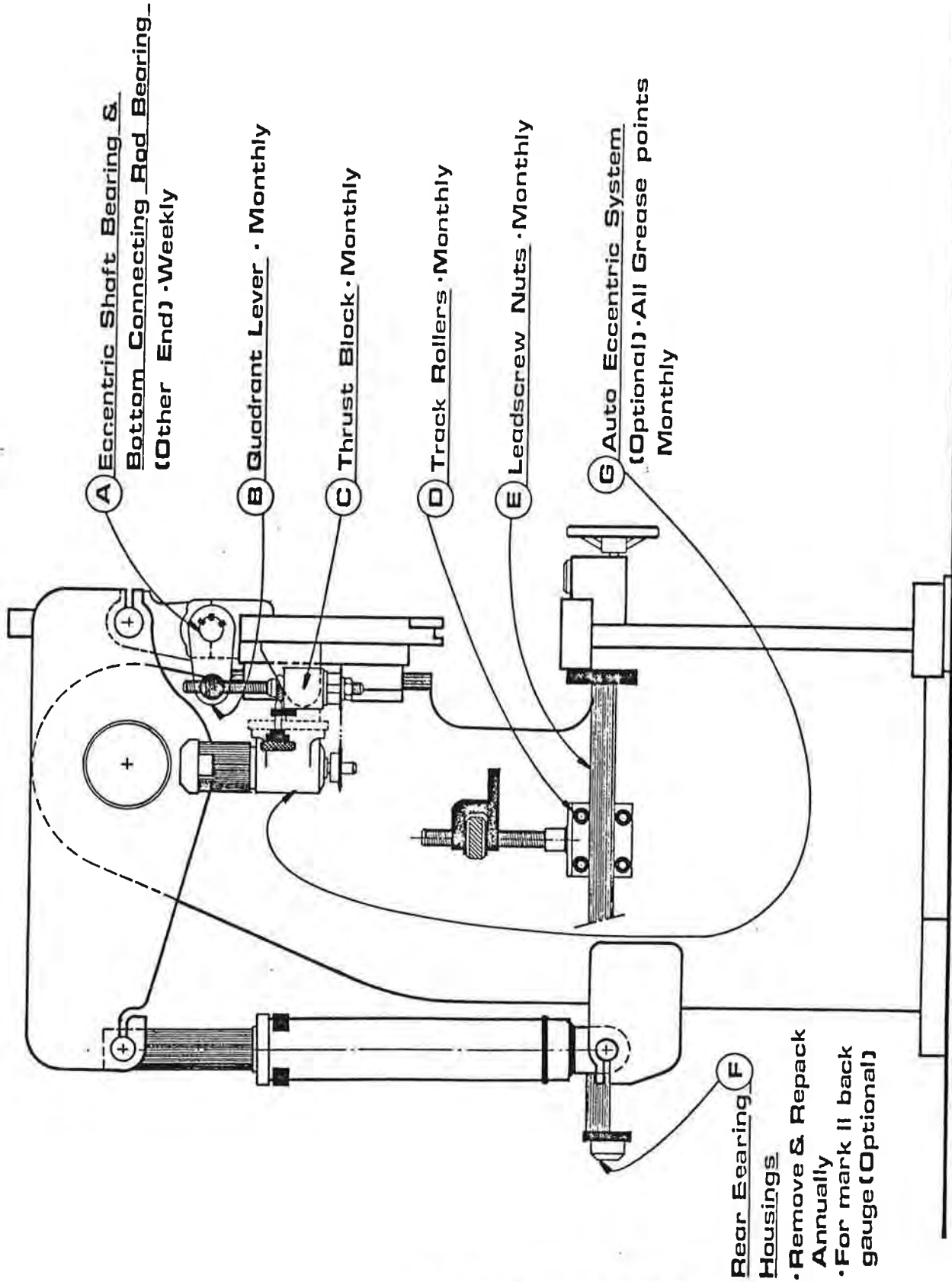
A suitable industrial grease with an extreme pressure (E.P.) rating is recommended.

Gulf Bentone RM2 or Pennzoil Moly Sulfide EP Grease 704 is a suggested grease lubricant.

Some of the bearings are maintenance free and require no lubrication.

The following points are identified as requiring grease lubrication:

ACCURAPRIMS



Grease Lubrication Schedule (based on 8 hours operating day)

G.- TROUBLESHOOTING ACCURPRESS MALFUNCTION

MALFUNCTIONS	POSSIBLE CAUSE	REMEDY
1. Main hydraulic pump drive motor will not start	<ul style="list-style-type: none"> - power disconnected - control circuit fuse defective - motor overload tripped - stop button maintained detented off 	<ul style="list-style-type: none"> - check power supply - replace - reset in electrical cabinet - release stop button
2. Press ram will not cycle	<ul style="list-style-type: none"> - low or no hydraulic fluid - motor rotation incorrect - loss of pump prime - control valve malfunction 	<ul style="list-style-type: none"> - check reservoir level - check motor rotation - "jog" start pump motor - Determination of the control valve malfunction requires a systematic approach to determining whether the fault is electrical or hydraulic. Personnel attempting to correct the fault by manually activating valves with the manual overrides should exercise caution to prevent equipment damage or injury to other personnel.
	<ul style="list-style-type: none"> - if electrical malfunction: <ul style="list-style-type: none"> a) footswitch contacts defective or out of adjustment b) footswitch control cord damaged c) loose electrical connection at terminal d) defective solenoids at control valve e) control relay loose in socket - if hydraulic fault: <ul style="list-style-type: none"> a) direction valve pilot valve spool sticking b) main spool of directional valve sticking c) broken centering springs on main spool of directional valve d) defective seals in hydraulic cylinders e) relief valve sticking open 	

G.- TROUBLESHOOTING ACCURPRESS MALFUNCTION

MALFUNCTIONS

POSSIBLE CAUSE

REMEDY

3. Press will not
form plate section

- press not developing
full tonnage

- press overload

- bending at one end

- If a preliminary examination
has not revealed the malfunc-
tion, contact your dealer or
a reputable hydraulic service
centre to help rectify the
malfunction.

- check hydraulic system
pressure corresponds to
nameplate
- check speed cam to verify
press in slow bend mode
- relief valve stuck open
- tonnage to form plate too
large for die opening
- modify die opening per
forming chart
- torque limit switches activated
- place material at centre of
press brake when possible

BALDOR

INSTALLATION - MAINTENANCE INSTRUCTIONS

The safety of personnel depends upon following these instructions:

RECEIVING:

Inspect machine before accepting shipment for any damage in transit. Shaft should turn by hand without any rubs. Any damage from transit should be reported to the carrier immediately.

INSTALLATION

Qualified or trained personnel should install the machine. Electrical rotating equipment can result in property damage, serious injury, or death, when improperly installed. Equipment should be installed in accordance with the National Electrical Code, local codes and with NEMA MG2, Safety Standards for Construction and Guide for Selection, Installation and Use of Electric Motors and Generators.

WARNING: Observe the following for safety:

1. When eyebolts are provided, they are intended only for lifting the motor and its included motor accessories. Eyebolt must be fully tightened
2. The machine must be grounded in accordance with the National Electrical Code and any local code.
3. Permanently guard machine against accidental contact of body parts or clothing with moving parts.
4. Shaft key must be secured before starting motor.
5. The machine should match the line voltage, line frequency, and the equipment load.
6. Applications for motor-mounted brake should have proper safeguards provided for personnel in case of possible brake failure.
7. Remove all power services and allow machine to reach standstill prior to servicing.
8. On single phase motors discharge start and/or run capacitors prior to servicing.
9. Do not by-pass or render inoperative safeguard or protective devices.

MOTOR ENCLOSURE

Open drip proof motors are intended for use in clean dry locations with access to an adequate supply of cooling air. In addition, there should be protection from or avoidance of flammable or combustible materials in the area of open-type motors as they can eject flame and/or molten metal in the event of an insulation failure. Totally enclosed motors are intended for use where moisture, dirt and/or corrosive materials are present in indoor or outdoor locations. Explosion-proof motors, as indicated by the Underwriters Laboratories, Inc. label, are required for hazardous locations in accordance with the National Electrical Code.

MOUNTING

Foot mounted machines should be mounted to a rigid foundation to prevent excessive vibration. Shims may be required if foundation is uneven.

Flange mounted machines should be properly seated and aligned. NOTE: If improper direction of rotation is detrimental to the load, check rotation prior to connecting the motor to the load.

For V-belt drive, mount the sheave (pulley) close to the motor housing, however, allow clearance for end to end movement of shaft. Do not overtighten belts as this may cause premature bearing failure and/or shaft breakage.

Direct coupled machines should be carefully aligned and shaft should turn freely without any binding.

WIRING

Connect the machine in accordance with furnished connection diagram. The wiring, fusing, and grounding must be in accordance to the National Electrical Code and any local codes.

When the machine is connected to the load for proper direction of rotation and started, it should start quickly and run smoothly. If this is not the case, immediately shut motor off. Investigate the cause. The cause could be: low voltage, the motor is misconnected, or the load is too great, etc.

It is recommended that the motor current be checked after it has been operating a short time and compared against nameplate current.

LUBRICATION

This is a ball bearing motor. The bearings have been given initial lubrication at the factory. No lubricant need be added unless motor has been in storage for over a year.

RELUBRICATION INTERVALS

The following relubrication intervals are suggested as a guide for long operating life:

Hours of Service Per Year	Suggested Relube Interval		
	NEMA FRAME SIZE		
	42 to 215T	254 to 326T	364 to 447T
5000 Hrs.	5 yrs.	3 yrs.	1 yr.
Continuous Normal Application	2 yrs.	1 yr.	9 months
Seasonal Service Motor is idle for 6 months or more	1 yr. (beginning of season)	1 yr. (beginning of season)	1 yr. (beginning of season)
Continuous high ambients, dirty or moist locations, high vibration, or where shaft end is hot (pumps-fans)	6 months	6 months	3 months

LUBRICANT

Baldor motors are pre-greased normally with Shell Oil Company's "Dolium R". Several equivalent greases which are compatible with the Baldor furnished grease are Chevron Oil's "SRI No. 2" and Texaco Inc. "Premium RB".

PROCEDURE

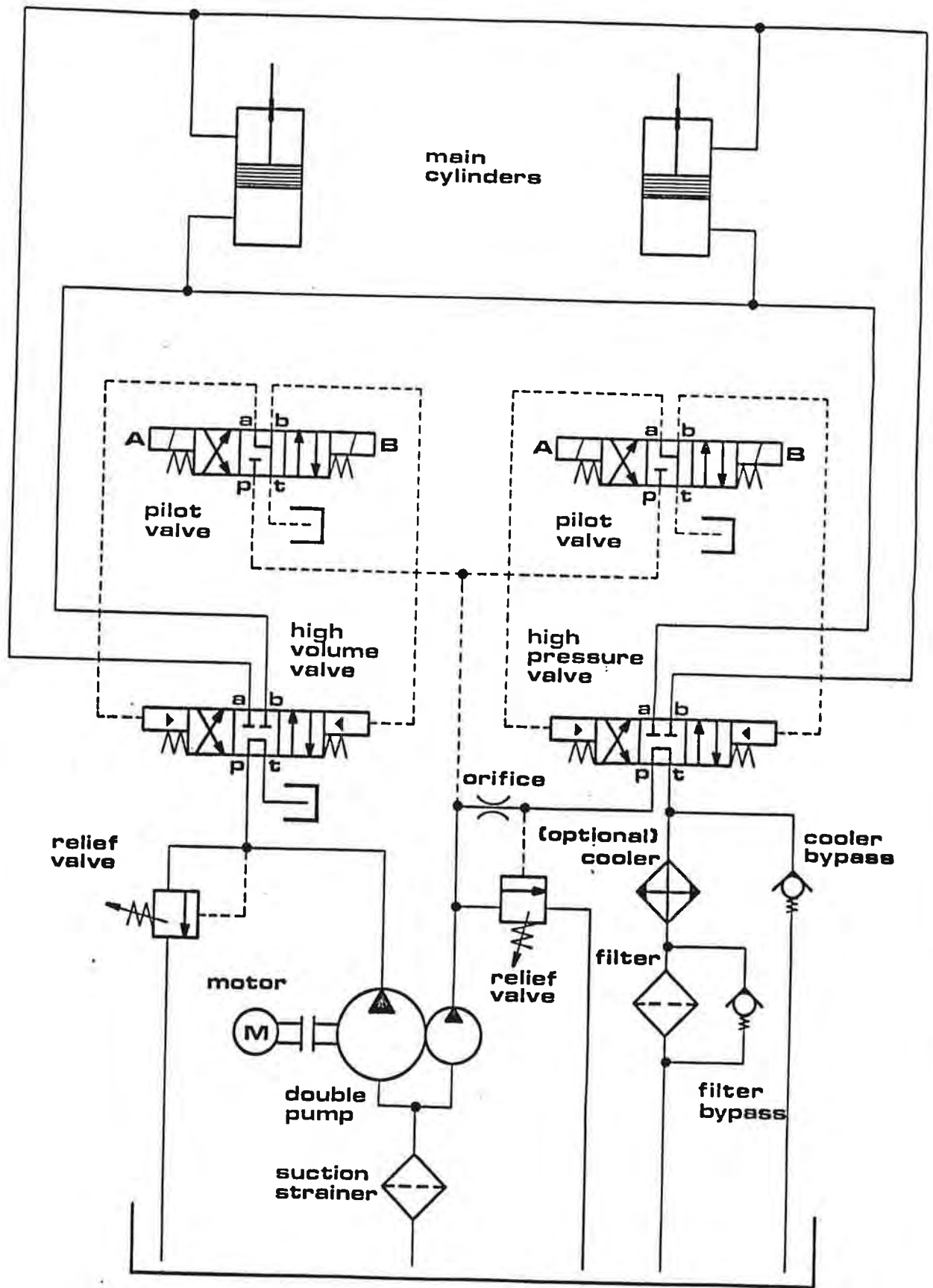
Overgreasing bearings can cause premature bearing failure. If motor is equipped with Alemite fitting, clean tip of fitting and apply grease gun. Use 1 to 2 full strokes on motors in NEMA 215 frame and smaller. Use 2 to 3 strokes on NEMA 254 thru NEMA 365 frame. Use 3 to 4 strokes on NEMA 404 frames and larger. On motors having drain plugs, remove grease drain plug and operate motor for 20 minutes before replacing drain plug.

On motors equipped with slotted head grease screw, remove screw and apply grease tube to hole. Insert 2 to 3 inch length of grease string into each hole on motors in NEMA 215 frame and smaller. Insert 3 to 5 inch length on larger motors. Motors having grease drain plugs, remove plug and operate motor for 20 minutes before replacing drain plug.

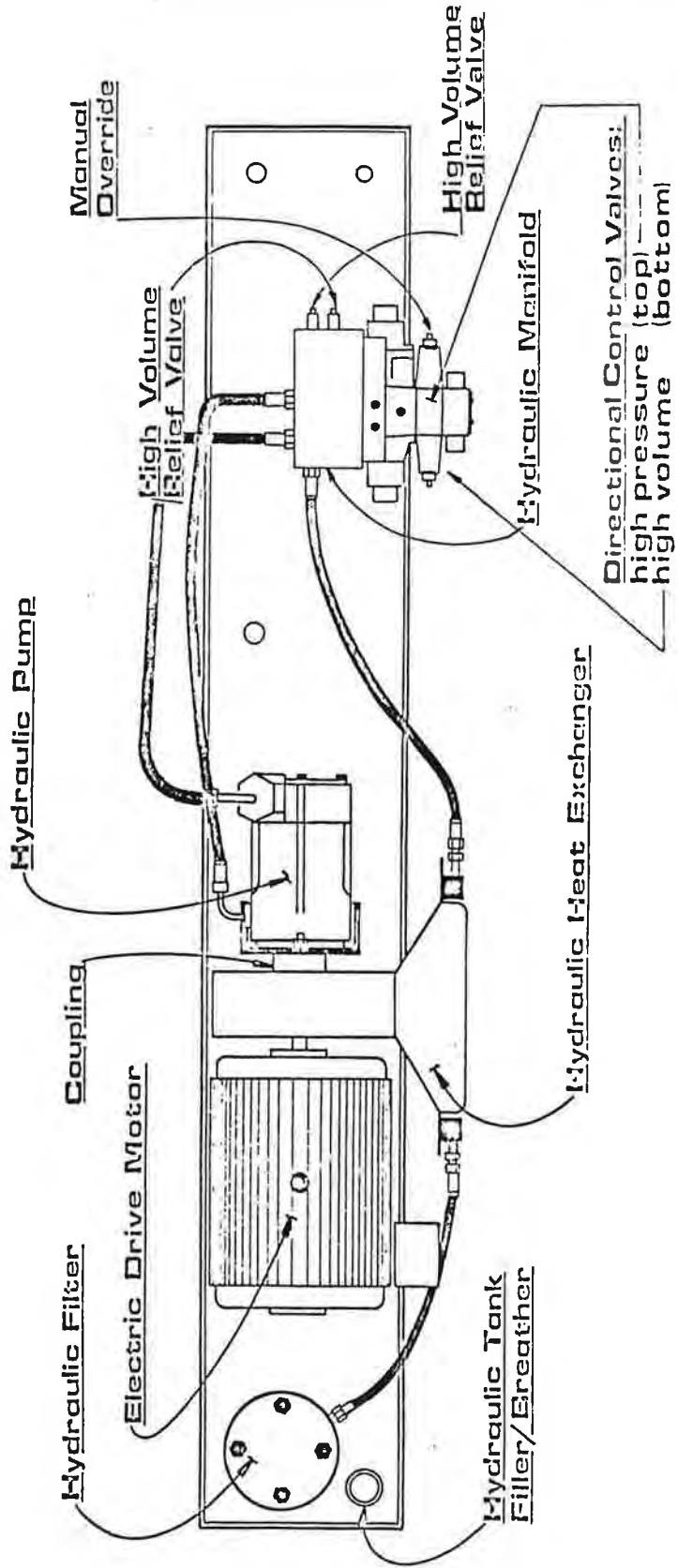
CAUTION: Keep grease clean. Lubricate motors at standstill. Remove and replace drain plugs at standstill. Do not mix petroleum grease and silicone grease in motor bearings.

Additional copies may be obtained at no charge by writing: Baldor Electric Company, P.O. Box 2400, Fort Smith, Arkansas 72902.

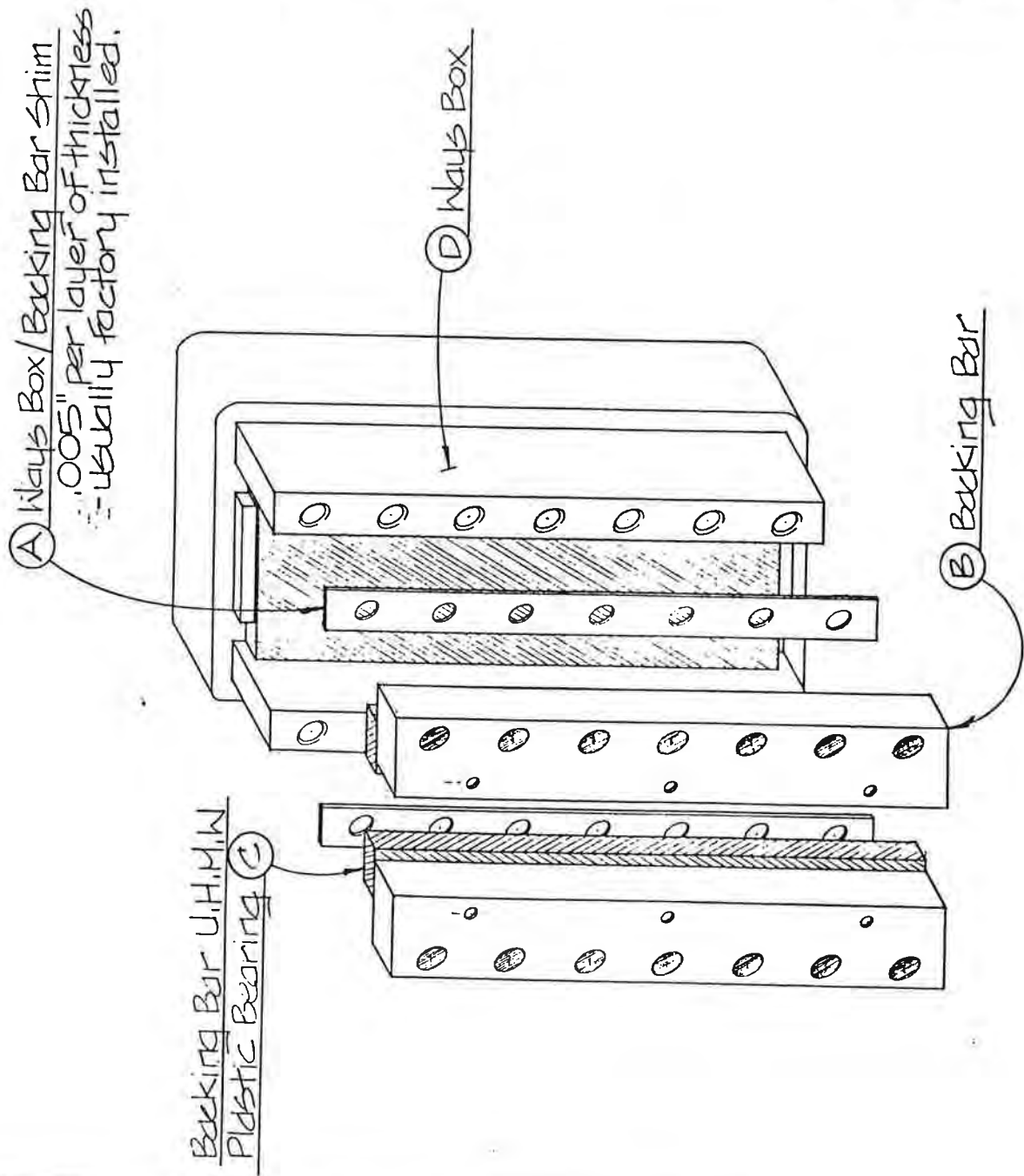
LB5001



PRESS BRAKE HYDRAULIC TANK LAYOUT



ACCURPRESS



- FIELD ADJUSTMENT PROCEDURE
1. ESTABLISH THAT RAM IS FREE-FALLING WHEN RAM CYCLE INITIATED. i.e. RAM WILL HESITATE DURING STROKE WHEN PUNCH CONTACTS PLATE ON LOWER DIE.
 2. REMOVE EACH BACKING BAR "B" INDIVIDUALLY.
 3. REMOVE 1 LAYER SHIM .005 BEF. NEEN BACKING BAR & WAYS BOX.
 4. REASSEMBLE ALL BACKING BARS & CYCLE PRESS (APPROX. 1 HOUR UNDER NORMAL WORKING CONDITIONS.)
 5. IF PRESS RAM CONTINUES TO FREE FALL, REPEAT STEPS 2 THRU 4.
 6. NOTE - REMOVING TOO MANY SHIMS CAN CAUSE EXCESSIVE WAYS BEARING PRESSURE & OVER-HEATING OF RAM BEARING & PLASTIC.
 7. SHOULD ALL SHIMS "A" BE REMOVED & FREEFALL CONDITIONS PERSIST REMOVE BACKING BAR "B" & PLACE SHIM "A" BETWEEN BACKING BAR "B" & U.H.M.W. PLASTIC BEARING "C" REASSEMBLE & CHECK PRESS CYCLE.

ACCURPRESS MFG. LTD.	
6411 Dyke Road Richmond B.C. Canada	
SCALE: N.T.S.	APPROVED BY:
DATE: APR 12/84	REVISION:
WAYS BOX SHIMMING & DETAIL	
DRAWN BY: B.LUM	DRAWING NUMBER: 103 201







DEC 3 2008

