RESET THE MAIN DRIVE ON THE IMPERIAL 10,000 AND THE E/I-10,000
DUTY D: SPECIAL ADJUSTMENTS.

PERFORMANCE D3: RESET THE MAIN DRIVE ON THE IMPERIAL 10,000 AND THE E/I-10,000.

OBJECTIVE: WHEN GIVEN AN I-10,000 OR E/I-10,000 INSERTING MACHINE THAT HAS STOPPED OPERATING AND THE WARNING LIGHT HAS GONE ON, THE OPERATOR WILL RESET THE MAIN DRIVE.

PREREQUISITES: A1, A2, A3.

STEPS:
1. TURN INSERTING MACHINE OFF.
2. OPEN FRONT TABLE DOOR.
3. POSITION THE CHAIN JAW OPENER, RIGHT HAND.
4. POSITION THE CENTER JAW OPENER ASSEMBLY.
5. LOCATE THE DRIVE BELT AND MOTOR, IF NEEDED.
6. TURN DRIVE BELT COUNTERCLOCKWISE, IF NEEDED.
7. TURN SHAFT TO RESET THE MAIN DRIVE.
RESET THE MAIN DRIVE ON THE IMPERIAL 10,000 AND THE E/I-10,000

When a jam occurs on a high-speed Phillipsburg 10,000 inserting machine, the clutch will automatically disengage and the machine will stop. This module will show you how to reset the timing of the main drive in order to restart the machine. It is applicable to all Phillipsburg 10,000 inserting machines.

Before using this module you should have read and mastered the information and skills in:

- **MODULE A1:** DESCRIBE THE OPERATION OF AN INSERTING MACHINE. This module will show you how an inserting machine operates.

- **MODULE A2:** RUN A JOB. This module will show you what the operator must do to operate the inserting machine and to maintain a continuous check during operation.

- **MODULE A3:** MACHINE SAFETY AND FIRST AID. This module will show you the safety precautions you must take to avoid injuring yourself and to keep the inserting machine a safe piece of equipment for you and your co-workers.

A. THE MAIN DRIVE.

The MAIN DRIVE A is located below the ENVELOPE HOPPER B to the left. When the clutch disengages and the machine stops, you will be required to adjust the following main drive parts:

1. The CHAIN JAW OPENER, RIGHT HAND C.
2. The CHAIN JAW OPENER, CENTER D.
3. The DRIVE MOTOR AND BELT E.
4. The STROKE STOP LATCH F.
5. The STROKE STOP CROSS SHAFT G.
B. THE WARNING LIGHT.

1. When the clutch becomes disengaged, an indicator light goes on.
   
   a. On the IMPERIAL 10,000 and Royale 10,000 machines, a RED WARNING INDICATOR LIGHT \( \textcircled{A} \) is located on the TABLE \( \textcircled{B} \) and BEHIND THE WATER MOISTENER \( \textcircled{C} \).

   b. On the E/I-10,000 a BLUE WARNING INDICATOR LIGHT \( \textcircled{D} \) is marked “overload” on the CONTROL PANEL \( \textcircled{E} \).

2. If the indicator light goes on, you will be required to adjust parts of the machine that are under the inserting table. Turn the POWER SWITCH \( \textcircled{F} \) to the “off” position.

   CAUTION:
   *Power to the machine MUST be off before any of these adjustments are made.*

3. Clear the jam and remove all material, by hand, from the inserting machine table.
C. INSPECT THE POSITION OF THE CHAIN JAW OPENER, RIGHT HAND.

1. The CHAIN JAW OPENER, RIGHT HAND, is located under the ENVELOPE HOPPER and to the left. Open the FRONT TABLE DOOR to locate it.

2. Look at the JAW OPENER LEVER. This lever must be in the DOWN position.

3. The CENTER CHAIN JAW OPENER ASSEMBLY is located under the ENVELOPE SUCKER BAR. This assembly must also be in the DOWN position.
If the LEVER ① and OPENER ASSEMBLY ② are not in the “down” position, do the following:

4. Check to make sure the POWER SWITCH IS OFF ③.

5. Locate the DRIVE BELT ④ and DRIVE MOTOR PULLEY ⑤.

6. Turn the DRIVE MOTOR PULLEY ⑤ COUNTERCLOCKWISE ⑥.

NOTE:
You may turn the motor by moving the bottom part of the DRIVE BELT ④ from the left to the right.

7. As you turn the drive motor, watch the LEVER ① and the OPENER ASSEMBLY ②.

8. Continue to turn the DRIVE MOTOR ⑤ until both the LEVER ① and the OPENER ASSEMBLY ② are in the “down” position.

NOTE:
If your machine is equipped with a shuttle feed envelope hopper, the shuttle plate will move as you turn the DRIVE BELT ④ or DRIVE MOTOR PULLEY ⑤. It should be moved all the way to the right to clear the envelope jaw.
D. ROTATE THE STROKE STOP LATCH A.

1. The STROKE STOP LATCH A is located at the LEFT END B of the front table. A SPRING AND PLUNGER C is located below the STROKE STOP LATCH A. This plunger may have to be moved out of the way to allow you to rotate the STROKE STOP LATCH SHAFT D.

2. Place a 1/2" OPEN-END WRENCH F on the notched end of the STROKE STOP LATCH SHAFT D.

3. At the same time, pull the PLUNGER C to the LEFT E (if it is not already out of the way).

NOTE:
You may also move the plunger out of the way by lifting the PLUNGER LEVER G.

4. Turn the STROKE STOP LATCH SHAFT D COUNTERCLOCKWISE H until you hear a snap.

NOTE:
You may have to turn the shaft up to three full turns before you hear the snap. You MUST hear a snap before you stop turning. If the machine does not snap, call your supervisor.
6. Remove the 1/2" WRENCH \( \textcircled{A} \).

7. Check the LEVER \( \textcircled{B} \) and OPENER ASSEMBLY \( \textcircled{C} \). They should still be in the "down" position.

8. Check to make sure all material has been removed.

9. Turn the POWER SWITCH \( \textcircled{D} \) to "on." The INDICATOR LIGHT \( \textcircled{E} \) should be out.

**CAUTION:**

*In the next step you will be turning on the power and running the inserting machine. Remember the following safety precautions:*

- Never wear loose clothing, loose jewelry, or loose, long hair when operating the inserter.
- Do not put your hands into moving mechanisms.
- Be prepared to push the FRONT STOP BAR \( \textcircled{F} \) if you wish to stop the inserting machine for any reason.

10. Press the START PUSHBUTTON \( \textcircled{G} \) and the SAFETY START SWITCH \( \textcircled{H} \). The machine should start to cycle again.

11. If the machine does not cycle, call your supervisor.

12. If the machine jumps out of time again, repeat this procedure.

13. If the machine continues to jump out of time, call Bell & Howell service.