

# Young & Associates, Inc YAI-F-26-6-PLC™ Trouble Shooting Guide

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<b>Problem</b>	<b>Probable Causes</b>	<b>Corrective Actions</b>
<b>Mold Plate Drive</b>  <b>Shear Pin Failure</b>	<ol style="list-style-type: none"> <li>1. Cups crashing into the plate.</li> <li>2. Mold plate spacer incorrect.</li> <li>3. Mold plate binding.</li> <li>4. Fill slot bolts backing out.</li> <li>5. Fill slot bolts missing.</li> <li>6. Product pressure stalling plate.</li> <li>7. Incorrect installation of shear pin and drive arm assembly.</li> <li>8. Mold plate over-stroke</li> <li>9. Con-Rod shaft backing out of tie rod.</li> </ol>	<ol style="list-style-type: none"> <li>1. Raise mold cover to upward home position.</li> <li>2. Lockout Power</li> <li>3. Remove breather plate and inspect for damage.</li> <li>4. Remove the mold plate and inspect for damage.</li> <li>5. Remove the tube valve and inspect for metal in product.</li> <li>6. Correct damage and make repairs.</li> <li>7. Remove Con-Rod center shaft long arm assembly.</li> <li>8. Remove Long arm from center shaft drive assembly.</li> <li>9. Inspect for damage and reinstall.</li> <li>10. Check stroke length and mold plate position.</li> </ol>
<b>Knock-Cups Crashed</b>	<ol style="list-style-type: none"> <li>1. Cup bar mounting bolts not secured correctly to B-100 spreader bar.</li> <li>2. Cup mounting bolts backed out of cup bar.</li> <li>3. Broken cup.</li> <li>4. Cup timing not set correctly.</li> <li>5. Con-Rod shaft assembly did not collapse when leaving bottom dead center of motion on the cycle.</li> <li>6. Con-Rod rod shaft backing out of the Con-Rod rod eye connection.</li> <li>7. Upper universal joint failure.</li> <li>8. Missing bounce pads for cam arms.</li> </ol>	<ol style="list-style-type: none"> <li>1. Raise the mold cover if possible.</li> <li>2. Remove damaged parts</li> <li>3. Remove breather plate from machine.</li> <li>4. Remove mold plate from machine.</li> <li>5. Determine the extent of damage.</li> <li>6. Determine the cause of the damage.</li> <li>7. Make repairs.</li> <li>8. Check mold plate stroke length and position.</li> <li>9. Return machine to service.</li> </ol>
<b>KO-Cups Not Dropping</b>	<ol style="list-style-type: none"> <li>1. Bent B-100 spreader bar.</li> <li>2. Cup heat set to hot.</li> <li>3. Bent cup bar.</li> <li>4. Knock out towers are not aligned correctly.</li> <li>5. Broken universal joint in drive system.</li> <li>6. Missing key in input shaft of lower right angle drive gear box.</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace the B-100 spreader bar.</li> <li>2. Turn down the cup heater setting in the menu setup portion of the program.</li> <li>3. Replace the bent cup bar.</li> <li>4. Loosen the alignment bolts on the towers and adjust the towers.</li> <li>5. Replace damaged parts.</li> <li>6. Check condition of key way on input shaft of lower right angle.</li> </ol>

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<b>Problem</b>	<b>Probable Causes</b>	<b>Corrective Actions</b>
<b>KO-Cups Not Dropping</b>	<ol style="list-style-type: none"> <li>7. Broken shaft in lower right angle drive gear box.</li> <li>8. Broken shaft in upper right angle drive gear box.</li> <li>9. Set screws slipping on lower right angle drive output shaft coupling.</li> <li>10. Cups are not centered in the mold plate opening.</li> <li>11. Cups are too big to pass thru the mold plate opening.</li> <li>12. Mold plate short stroking.</li> </ol>	<ol style="list-style-type: none"> <li>7. Check knockout timing.</li> <li>8. Replace with correct cups.</li> <li>9. Check for broken B-92 slides.</li> <li>10. Check for B-92 slides are not bowed.</li> <li>11. Check for broken B-92 shaft pins.</li> </ol>
<b>Drawbar Bolts Shearing</b>	<ol style="list-style-type: none"> <li>1. Bolts backed out</li> <li>2. Wrong length bolts</li> <li>3. Not using Grade-8 bolts.</li> <li>4. Mold stroke length is not 9-5/32".</li> <li>5. Mold plate stroke position is not set at 1" position.</li> <li>6. Broken mold plate drive arm.</li> <li>7. Worn out mold plate shuttle drive bearings.</li> <li>8. Binding up mold plate.</li> <li>9. 283-draw bar slides worn out.</li> <li>10. 283-draw bar slide not installed correctly.</li> <li>11. Draw bar arm 282 slots worn out.</li> <li>12. Missing draw bar stops.</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace using the Grade-8 bolts.</li> <li>2. Check mold plate stroke length is correct.</li> <li>3. Check for broken mold plate drive arm.</li> <li>4. Check mold plate draw bar to top plate for level.</li> <li>5. Replace broken parts and check mold plate stroke length and mold plate position.</li> <li>6. <u>YAI recommends that you replace the six grade eight bolts when you replace the 283 slides.</u></li> </ol>

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<b>Problem</b>	<b>Probable Causes</b>	<b>Corrective Actions</b>
<b>Mold Plate Short Stroking</b>	<ol style="list-style-type: none"> <li>1. Product pressure to high.</li> <li>2. Plugged stripper plate. (See stripper plate problems)</li> <li>3. Stripper plate in backwards.</li> <li>4. Incorrect fill setting.</li> <li>5. Incorrect mold plate stroke length.</li> <li>6. Incorrect mold plate position.</li> <li>7. Worn out tie rod bearings.</li> <li>8. Bad pistol grip bearing.</li> <li>9. Fill slots bolts backing out.</li> <li>10. Bad mold plate.</li> <li>11. Incorrect mold plate spacers.</li> <li>12. Broken draw bar bolts.</li> <li>13. Broken draw bar arm.</li> <li>14. Check for broken frame.</li> </ol>	<ol style="list-style-type: none"> <li>1. Lower product pressure.</li> <li>2. Remove stripper plate and clean.</li> <li>3. Install the stripper plate in correct direction.</li> <li>4. Check fill settings are correct.</li> <li>5. Check mold plate stroke length.</li> <li>6. Check mold plate stroke position.</li> <li>7. Return machine back to service.</li> </ol>
<b>Mold Plate Drive Motor Speeds Up &amp; Slows Down.</b>	<ol style="list-style-type: none"> <li>1. Motor drive pulley key missing.</li> <li>2. Motor drive pulley bushing bolts sheared off.</li> <li>3. Main drive gear box pulley key missing.</li> <li>4. Main drive gear box pulley bushing bolts sheared off.</li> <li>5. Crank arm on main gear box rubbing on gearbox.</li> <li>6. Crank arm on main gear box rubbing on bolt backing out of center wall brace.</li> <li>7. 0-10VDC Speed signal</li> <li>8. Bad mold plate drive motor.</li> <li>9. Bad mold plate drive AC Drive inverter.</li> <li>10. Bad main gear drive gear box.</li> </ol>	<ol style="list-style-type: none"> <li>1. Inspect both driver and driven pulley and bushing for the mold plate drive system.</li> <li>2. Check belt tension on mold plate drive system.</li> <li>3. Using Volt meter check the output signal be given from the Analog output card. (0-10/VDC Speed signal)</li> <li>4. Check main drive gear box for excess backlash.</li> <li>5. Check crank arm is not rubbing on gear box or any bolts.</li> <li>6. Replace main gear box.</li> <li>7. Replace mold plate drive motor.</li> <li>8. Replace Analog Output card.</li> <li>9. Replace the AC Inverter.</li> </ol>

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<b>Problem</b>	<b>Probable Causes</b>	<b>Corrective Actions</b>
<b>Con-Rod Shaft Backing Off From Bearing Block (Shearing Pin Breaking and Stroke Length Changing)</b>	<ol style="list-style-type: none"> <li>1. Con-Rod oil overheated. Caused the rod to heat up enough that will cause the Locktite to no longer hold the shaft secure to the rod end bearing block.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check you oil temperature in the oil tank.</li> <li>2. Make sure your oil cooler is working.</li> <li>3. Remove the con-rod and clean threads and re-apply now Red Locktite.</li> </ol>
<b>Con-Rod spacer washers are failing. (Washer are shattering)</b>	<ol style="list-style-type: none"> <li>1. Con-Rod upper bolt backing off.</li> <li>2. Damage on the interior face of the center shaft long arm.</li> <li>3. Bad Tie rod bearing.</li> <li>4. Damaged spacer in rod eye bearing.</li> <li>5. Con-Rod misalignment</li> </ol>	<ol style="list-style-type: none"> <li>1. Check condition of the bolt.</li> <li>2. Make sure the arm is making full contact with the face of the washer.</li> <li>3. File down any damage on the interior surface of the long arm.</li> <li>4. Replace damaged parts.</li> <li>5. Use 125/ft/lbs setting to secure the upper con-rod bolt.</li> </ol>
<b>Mold Plate Shuttle Arms Breaking. (Important replace arms in pairs)</b>	<ol style="list-style-type: none"> <li>1. Breakage occurring in just in front of the pistol grip?</li> <li>2. Mold plate stroke length Long</li> <li>3. Incorrect mold plate position.</li> <li>4. Draw bar is not parallel.</li> <li>5. Allen head cap screws busted in arm.</li> <li>6. Missing roll pins in arm assembly.</li> <li>7. Broken grade 8 bolts for B-283 slide.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check for worn out mold plate shuttle arm bearings. Change if needed.</li> <li>2. Check mold plate stroke length. Adjust as needed.</li> <li>3. Correct mold plate position is 1"</li> <li>4. If one arm is broken is we suggest that you replace both arms in pairs. History tells us that if you only replace one the other will follow in 3-4 weeks. Both arms must share the load equal.</li> </ol>

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<b>Problem</b>	<b>Probable Causes</b>	<b>Corrective Actions</b>
<b>Tube Valve</b> <b>Tube Valve Shift Fault</b> <b>Tube Valve Forward or Reverse</b>	<ol style="list-style-type: none"> <li>1. Machine will shut down and plunger will return to ready position, Mold plate will stop</li> </ol>	<ol style="list-style-type: none"> <li>1. Tube vale speed control set low. Test the tube valve and check the speed advance. If too slow adjust the tube valve speed adjuster.</li> <li>2. Check the tube valve retainer is not binding up the movement of the tube valve. Remove it from the operator side and test run the machine to see if it improves the performance.</li> <li>3. Remove side cover that protects the tube valve. Make sure the front prox target is being made.</li> <li>4. Make sure the tube valve lever arm is not hitting any hardware on it movement forward.</li> <li>5. Remove the tube inspect for damage or possible nuts, bolts, mold cover nuts, mold cover breather baffles, anything that would prevent the tube valve to complete it full travel.</li> <li>6. Remove the meat from the pump box area.</li> </ol>
<b>Partial Patties when #2 plunger is producing.</b>	<ol style="list-style-type: none"> <li>1. Getting partial or light weight patties when the #2 plunger is producing product.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check to make sure the tube valve lever arm is not backing off the shaft of the tube valve cylinder.</li> <li>2. Tighten up the tube valve shaft to arm connection and return to production</li> <li>3. Check for wear strip for the tube valve. Replace if needed.</li> <li>4. Check for seal-off in the pump box window.</li> </ol>
<b>Partial Patties when #1 plunger is producing</b>	<ol style="list-style-type: none"> <li>1. Getting partial or light weights patties when the #1 plunger is producing.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check for seal-off in the pump box window.</li> <li>2. Make sure the target and prox switch are set in the correct position.</li> <li>3. Check to make sure the tube valve lever arm is not backing off the shaft of the tube valve cylinder.</li> </ol>

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<b>Problem</b>	<b>Probable Causes</b>	<b>Corrective Actions</b>
<b>AC Drive Fault</b>  <b>Ground Fault Error on Drive Display Panel</b>	<ol style="list-style-type: none"> <li>1. Mold plate motor will trip out under AC Drive fault Display on the panel view.</li> <li>2. Reset will clear the fault but the drive will trip out again and the drive fault display Ground Fault Error.</li> </ol>	<ol style="list-style-type: none"> <li>1. Turn power to machine and lock it out.</li> <li>2. Remove the output leads from the drive that is wired to mold plate drive motor. (Make sure that you note what position wires are in before removal. This will insure you hook them back up to the same position.)</li> <li>3. With the leads of the motor disconnect start the machine up and proceed as if you would be jogging the machine. If the display on the drive reads 20/hz. The drive is good and proceed to step 4. If the error still show up on the drive display change out the drive.</li> <li>4. Remove the cover on wiring box of the motor and inspect the wiring connections of the motor. (Check for water damage)</li> <li>5. Check each with ohm meter each of the motor leads to ground. If grounded out replace the motor.</li> <li>6. Replace the motor and check for correct rotation.</li> </ol>
<b>Drive Display Panel Blank</b>	<ol style="list-style-type: none"> <li>1. Check to make sure the overload protection device for the drive is not faulted.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check for proper voltage on incoming power.</li> <li>2. Each leg to ground should be 277/vac</li> <li>3. Phase to Phase should be 460-480 VAC</li> <li>4. If voltage to drive is correct, change drive.</li> </ol>

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<p><b>Cycle Problems</b></p> <p><b>Machine cycle starts up, #1 plunger advances, tube valve never shifts.</b></p>	<ol style="list-style-type: none"> <li>1. Pressure switch never triggered</li> <li>2. Middle Prox switch is triggered in On State.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check operation of pressure switch on Touch Screen. Check to see if the box goes from red to green.             <ol style="list-style-type: none"> <li>A. Check input fuse for pressure switch. Replace if needed.</li> <li>B. Check wiring to pressure switch. Red LED numbers should be showing on pressure switch. If machine is ready position and pumps are started you should see between 18-22 on number display.</li> <li>C. Check and make sure pressure switch is programmed correctly.</li> <li>D. Put machine in door-bypass mode and start the machine up. As #1 plunger starts to advance you will see the number increasing as plunger starts compress the meat. When the pressure switch display 50 you should see led light switch on position of pressure switch. If this does not happen change the pressure switch.</li> </ol> </li> <li>2. Check operation of prox switch.             <ol style="list-style-type: none"> <li>A. Check input fuse for the pressure switch is not blown.</li> <li>B. Check wiring of prox switch.</li> <li>C. Check height adjustment of switch to trip arm.</li> <li>D. Replace switch.</li> </ol> </li> </ol>
<p><b>Machine cycle starts , Mold cover ramps up to speed, tube valve shifts, but #1 high pressure does not advance forward. No patties formed.</b></p>	<ol style="list-style-type: none"> <li>1. Encoder not set at Zero Position.</li> <li>2. Blown fuse on HP advance.</li> <li>3. Bad wiring to HP advance coil.</li> <li>4. Bad coil on High pressure advance.</li> <li>5. Tube valve lever broken.</li> <li>6. Incorrect fill menu being used.</li> <li>7. Large fill with stripper.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check to make sure your encoder is correctly set.</li> <li>2. Check for blown fuse for #1 high pressure advance coil</li> <li>3. Check wiring for #1 high pressure advance coil.</li> <li>4. Check coil for #2 high pressure</li> <li>5. Check for damaged parts and replace.</li> <li>6. Check fill menu setting are correct.</li> <li>7. Make sure the stripper plate is not in backwards.             <ol style="list-style-type: none"> <li>A. Broken stripper</li> </ol> </li> </ol>

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<b>Problem</b>	<b>Probable Causes</b>	<b>Corrective Actions</b>
<p><b>Plunger #2 Bottoms Out Never Calls #1 Plunger In</b></p> <p>Start Machine and #1 plunger advances and makes products. #2 is called in and starts pre-compression. Starts making product. #1 plunger returns to ready position. #2 plunger runs out of product but #1 plunger never advances from ready position.</p> <p>Stop Machine and restart the machine start up runs the same sequences as described.</p>	<ol style="list-style-type: none"> <li>1. Check and Make Sure all proxs are working correctly</li> <li>2. Did someone put the machine in the plunger test Mode?</li> </ol>	<ol style="list-style-type: none"> <li>1. Adjust or replace any bad prox switches for the trip arms.</li> <li>2. Take the machine out plunger test mode.</li> </ol>
<p><b>Open</b></p>	<ol style="list-style-type: none"> <li>1.</li> </ol>	<ol style="list-style-type: none"> <li>1.</li> </ol>



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<b>Problem</b>	<b>Probable Causes</b>	<b>Corrective Actions</b>
<b>Plunger #1 will not advance from clean position</b>	<ol style="list-style-type: none"> <li>1. Low pressure pump is not working</li> <li>2. Blown Output fuse</li> <li>3. Burned out coil</li> <li>4. Bad cable from terminal strip to coil</li> <li>5. Bad I/O Card</li> </ol>	<ol style="list-style-type: none"> <li>1. Determine if you have low pressure oil by testing #2 plunger movements.</li> <li>2. Put machine in test function and test #1 plunger advance under low pressure.</li> <li>3. Check for blown fuse.</li> <li>4. Check for burned out coil.</li> <li>5. Try manually advancing plunger forward.</li> <li>6. Determine if output card is bad and replace.</li> </ol>
<b>Plunger #2 will not advance from clean position</b>	<ol style="list-style-type: none"> <li>1. Low pressure pump is not working</li> <li>2. Blown Output fuse</li> <li>3. Burned out coil</li> <li>4. Bad cable from terminal strip to coil</li> <li>5. Bad I/O Card</li> </ol>	<ol style="list-style-type: none"> <li>1. Determine if you have low pressure oil by testing #1 plunger movement.</li> <li>2. Put machine in test function and test #2 plunger advances under low pressure.</li> <li>3. Check for blown fuse.</li> <li>4. Check for burned out coil.</li> <li>5. Try manually advancing plunger forward.</li> <li>6. Determine if output card is bad and replace.</li> </ol>
<b>Mold Plate Speed Starts, Run 20/SPM, Plunger will not Cycle, mold plate can only be stopped after using E-Stop.</b>	<ol style="list-style-type: none"> <li>1. Bad Encoder (Old Version Software 7.0 or earlier)</li> </ol>	<ol style="list-style-type: none"> <li>1. Change encoder.</li> <li>2. Order Up-graded software for this problem.</li> </ol>

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<b>Problem</b>	<b>Probable Causes</b>	<b>Corrective Actions</b>
<p><b>Out of Meat Fault machine shuts down but hopper full of meat.</b></p>	<ol style="list-style-type: none"> <li>1. Product bridge in front of the feed screws.</li> <li>2. Check to make sure the feed screws are turning.</li> <li>3. Product slipping on Belt.</li> <li>4. Hopper belt not running.</li> <li>5. Check Prox Sensor for Plungers</li> </ol> <p>The out of meat sensor is logic programmed into the PLC. If either plunger #1 or #2 is in compression mode and high pressure signal is not achieved before it drops of the front prox of each plunger. It will send the plunger back to ready position and try again. This will happen 5 time and then will shut down the machine.</p> <p>Version 8.0 and earlier will count both plunger 1 &amp;2 and accumulate the counts. This will lead to Out of Meat faults more often. (If you are having this problem please call and ask for Software Up-grade)</p> <p>Version 9.0 and higher will reset the count once either plunger has achieved the high pressure signal.</p>	<ol style="list-style-type: none"> <li>1. Some products tend to bridge up at the feed screw. Lock out the machine and break up the meat in the hopper so it will feed down into the plunger when the feed screw turns.               <ol style="list-style-type: none"> <li>A. May need to increase feed screw turns.</li> <li>B. May need to increase belt index timing.</li> </ol> </li> <li>2. The feed screws should be turning 2-3 turns each cycle as called for.               <ol style="list-style-type: none"> <li>A. If they are not turning go test screen and test each feed screw.</li> <li>B. Check inline fuse for the output for the feed screw.</li> <li>C. Make sure the feed screw is running the correct rotation.</li> <li>D. Check condition of keyway in feed screw and make sure the coupling is engaged.</li> </ol> </li> <li>3. Check and make sure when the drive pulley for the belt turns that the belt is not slipping on the pulley.               <ol style="list-style-type: none"> <li>A. Increase the tension on the belt with the belt take-up.</li> <li>B. Wash off the belt and the pulley.</li> <li>C. Some product will not advance forward into the screws without product behind pushing it forward.</li> </ol> </li> <li>4. Test belt function in the test mode.               <ol style="list-style-type: none"> <li>A. Test for blow fuse for output.</li> <li>B. Check fill menu for correct belt feed indexing. Should be about 150.</li> </ol> </li> <li>5. Check middle and front prox switches for the plungers.               <ol style="list-style-type: none"> <li>A. Check to make sure they are not chattering. (Chattering is when you see the prox flicker on/off.</li> <li>B. Adjust bad prox to avoid the chattering</li> <li>C. Check wiring for prox</li> <li>D. Replace back prox if needed.</li> </ol> </li> </ol>

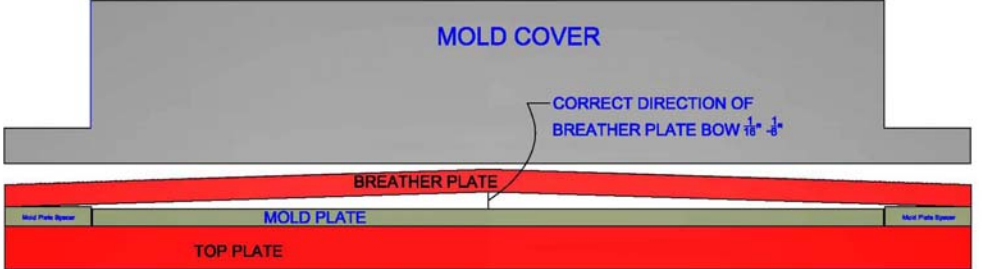
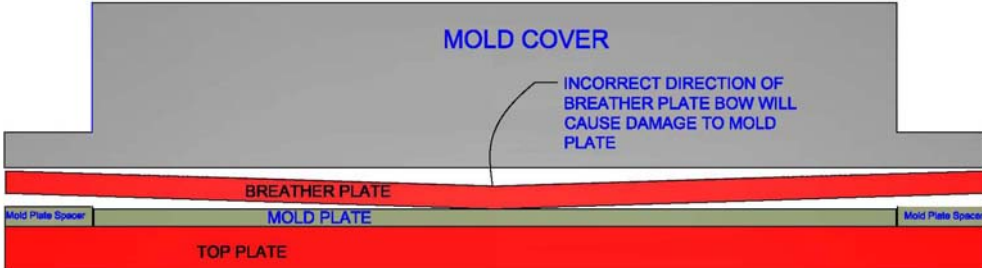
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<b>Problem</b>	<b>Probable Causes</b>	<b>Corrective Actions</b>
<p><b>Tooling Problems/Fill Problems</b></p> <p><b>Stripper Plate, What is the correct way to install the stripper plate.</b></p>	<ol style="list-style-type: none"> <li>Machine is not filling after installing stripper plate.</li> </ol>	<ol style="list-style-type: none"> <li>First determine what side of the fill plate is the operator side of the plate looking at it from the bottom Side.               <ol style="list-style-type: none"> <li>Once it is determined the operator side, you want to install the stripper plate with fill holes closer to the edge as shown in the picture below.</li> <li>This is direction you install the stripper plate.</li> </ol> </li> </ol>  <ol style="list-style-type: none"> <li>The picture below show the Non-operators side of the fill plate as view from the bottom.               <ol style="list-style-type: none"> <li>As shown below the distance from the fill hole to edge is twice the distance.</li> </ol> </li> </ol> 

## Young & Associates, Inc YAI-F-26-6-PLC™ Trouble Shooting Guide

<b>Problem</b>	<b>Probable Causes</b>	<b>Corrective Actions</b>
<b>Stripper plate plugs up short time after cleaning.</b>	<ol style="list-style-type: none"> <li>1. Wrong fill settings</li> <li>2. Stripper plate not shifting close</li> <li>3. Wrong spacers installed with stripper plate.</li> <li>4. Stripper plate bound up.</li> <li>5. Stripper plate push pin T-Bar broken.</li> <li>6. Stripper cylinder stub shaft broke or thread backing off from T-bar pusher.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check menu setting and correct.</li> <li>2. Check the movement of the stripper pins. Make sure they are making full travel.</li> <li>3. Take stripper plate apart and measure thickness of spacers Vs the stripper plate. Spacer should .003-.0025 thicker than the stripper plate</li> <li>4. Take stripper assembly apart and correct</li> <li>5. Remove the stainless steel covers off the stripper cylinders and inspect for damage. Repair as needed.</li> <li>6. Replace stud or tighten up the connection.</li> </ol>
<b>Stripper plate does not work in test mode.</b>	<ol style="list-style-type: none"> <li>1. Stripper plate bound up.</li> <li>2. Stripper pins missing</li> <li>3. Blown fuse for outputs</li> <li>4. Product pressure too low.</li> </ol>	<ol style="list-style-type: none"> <li>1. Remove assembly and check for spacer thickness.</li> <li>2. Find correct stripper pins and install them.</li> <li>3. Open panel and check for blown fuse</li> <li>4. Product pressure should be above 50/LBS on gauge               <ol style="list-style-type: none"> <li>A. Increase pressure with adjustment.</li> <li>B. Check to make sure high pressure pump is working.</li> </ol> </li> </ol>
<b>Stripper does not open or shut completely in Test Mode</b>	<ol style="list-style-type: none"> <li>1. Improper stripper pin length</li> <li>2. Broken T-bar in stripper assembly</li> <li>3. Broken stripper plate edge that comes in contact with stripper pins.</li> <li>4. Incorrect spacers installed between the stripper manifold and stripper plate cylinders.</li> <li>5. Make sure you are running correct length stripper cylinders stroke length.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check to make sure you have the correct length pins for the assembly.</li> <li>2. Remove covers on stripper cylinders and inspect for damage.</li> <li>3. Inspect the edge of the stripper plate and make sure it not damaged. (Contact point plate comes into contact with the pins)</li> <li>4. Measure the four spacer on each side and make sure they are the correct length.</li> <li>5. YAI correct stroke length is marked on the cylinder and should be .270 length.</li> </ol>


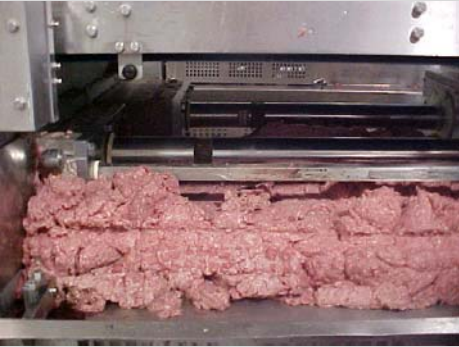
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<b>Problem</b>	<b>Probable Causes</b>	<b>Corrective Actions</b>
<p><b>Breather Plate Correct Bow</b></p>	<ol style="list-style-type: none"> <li>1. If breather plate is flat you will not need to bow the plate.</li> <li>2. If the breather plate is bowed as shown in the picture this is acceptable.</li> </ol>	
<p><b>Breather Plate Incorrect Bow</b></p>	<ol style="list-style-type: none"> <li>6. If the breather is bowed this way it will cause damage to the plate.</li> </ol>	

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<b>Problem</b>	<b>Probable Causes</b>	<b>Corrective Actions</b>
<p><b>Fill Slots Breaking Large Fill Inserts</b></p> <p><u><i>Recommended Torque Setting with grease applied is 15/FT/LBS</i></u></p>	<ol style="list-style-type: none"> <li>1. Over torque of fill slot bolts</li> <li>2. Fill slots are getting weak.</li> <li>3. Fill slot bent.</li> </ol>	<ol style="list-style-type: none"> <li>1. Insure you fill slot sitting flat in the top plate. <ul style="list-style-type: none"> <li>• Starting from the center bolts working in outward pattern apply edible grease on the threads of the fill slot bolts.</li> <li>• Torque each fill slot bolt to 15/FT/LBS</li> <li>• Check all bolts one more time after you have secured all of the fill slot bolts.</li> </ul> </li> <li>2. Change out the fill slots in sets. Don't change them one at time if you having trouble with them breaking.</li> <li>3. Bent fill slot will cause bolts uneven torque setting once full seated into the Top plate pocket. Repair or replace bent tooling inserts.</li> </ol>
<p><b>Fill Slot Rubbing on Mold Plate</b></p>	<ol style="list-style-type: none"> <li>1. Under torque fill slot bolts.</li> <li>2. Burrs on fill slot.</li> <li>3. Damaged to top plate fill slot pocket.</li> <li>4. Damaged fill slot insert</li> </ol>	<ol style="list-style-type: none"> <li>1. Recommended torque setting for bolts with grease is 15/FT/LBS.</li> <li>2. Take and file down any burrs or damage to fill slot.</li> <li>3. File down any damaged on the fill slot pocket. Fill slot should mate into the pocket without excess force.</li> <li>4. Repair or replace damaged fill slot insert.</li> </ol>

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Problem	Probable Causes	Corrective Actions
<p><b>Misc. Problems</b></p> <p><b>Plunger Leakage</b></p> 	<ol style="list-style-type: none"> <li>1. Plunger when retracted to ready position is not set correctly</li> <li>2. Bottom guides are not adjusted correctly on the plunger.</li> <li>3. Damage to plunger</li> <li>4. Damaged Window Kit</li> </ol>	<ol style="list-style-type: none"> <li>1. Check the rear plunger trip arm prox switch. <ul style="list-style-type: none"> <li>• Adjust the plunger prox to stop the plunger at the point of the bevel on the top of the plunger does not go pass the window bar of pump box.</li> </ul> </li> <li>2. Adjust the plunger guide tabs on the bottom up the plunger. The plunger should not be riding on the guides when the plunger has been advanced into the pump box.</li> <li>3. Replace damaged plunger</li> <li>4. Replace damage or worn out window kit.</li> <li>5. Call our service department for assistance.</li> </ol>
<p><b>Plunger Product Leakage After Changing Plunger Plate.</b></p>	<ol style="list-style-type: none"> <li>1. After installing new plunger plate. It was not installed correctly back on the plunger.</li> </ol> 	<ol style="list-style-type: none"> <li>1. Plunger should be ½ way into the pump box before attempting to re-install the plunger plate back on the plunger. The plate should have equal spacing both on the top and bottom of the plunger, along with the side by side spacing.</li> </ol>

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<b><i>Problem</i></b>	<b><i>Probable Causes</i></b>	<b><i>Corrective Actions</i></b>
<b>Frame Damage</b>	<ol style="list-style-type: none"> <li>1. #1 cause is mold plate stroke length is long.</li> <li>2. Mold plate stroke length is correct but the mold plate position is over 1"</li> <li>3. Gear box center brace is not secure.</li> <li>4. Broken or missing mounting bolts for the main gear box.</li> <li>5. Using wrong gear box.</li> <li>6. Bad output bearing on the main gear box.</li> </ol>	<ol style="list-style-type: none"> <li>1. Make sure your stroke length is not greater than 9-5/32"</li> <li>2. Make sure you mold plate position is set at 1"</li> <li>3. Replace the bolts that are missing or broke that gear box mounting brace.</li> </ol>
<b>Open</b>	5.	5.