TABLE OF CONTENTS

1) INSTALLATION
   INSTALL KIT
   ANCHORING FEET
   ELECTRICAL & PNEUMATIC

2) CALIBRATION
   CENTERLINE
   CUT DEPTH

3) OPERATION

4) MAINTENANCE
   BLADE CENTERLINE
   CUT DEPTH
   LOCK OUT, TAG OUT

5) TROUBLESHOOTING
   BLADE WON'T START
   BRAKE WON'T ACTUATE
   CARRIAGE WON'T ACTUATE
   BOARD KICKS DURING CYCLE
   CARRIAGE SLAMS
   CUT IS NOT CENTERED
   CUT INCOMPLETE OR ROUNDED
   BLADE BOGS DOWN

6) REPLACEMENT PARTS

7) WIRING DIAGRAM

8) PROGRAMING RELAY BOX

9) PNEUMATIC SYSTEM
1) SECURE FOUR FEET WITH SUPPLIED 1/2" WEDGE ANCHORS

2) USING PROVIDED INCOMING STRAIN RELIEF, WIRE IN **240V 3PH POWER** TO DISCONNECT BASE AS FOLLOWS:

3) CONFIRM MOTOR IS PHASED CORRECTLY
   BLADE SHOULD SPIN COUNTER CLOCKWISE
   SEE SECTION 3 FOR POWERING ON INFORMATION
   ALTERNATE INCOMING POWER AS NEEDED

4) SUPPLY MACHINE WITH **MINIMUM 65PSI**
   USING PROVIDED 1/4" INDUSTRIAL QUICK DISCONNECT OR HARD PIPE

5) CONFIRM LUBRICATOR HAS A SUFFICIENT AMOUNT OF **AIR TOOL OIL**
CALIBRATION

1) CENTERLINE ADJUSTMENT: INNER POINT OF BEVEL BLADES SHOULD BE 7/8" ABOVE INFEED SURFACE.
USE TEST CUTS TO DETERMINE CENTERLINE.
LOosen FOUR MOTOR MOUNT BOLTS, ADJUST MOTOR MOUNT SCREWS AS NEEDED.
REtighten MOTOR MOUNT BOLTS.

2) CUT DEPTH: ADJUST BOTH THREADED RODS EQUALLY ON BOARD STOP TO CONTROL CUT DEPTH.
UNISTRUT BOARD STOP MUST STAY ON SAME PLANE AS MOTOR MOUNT.
DEPTH IS CORRECT WHEN 1/16" OF FLAT IS VISIBLE BETWEEN BEVEL.
OPERATION

1) CONFIRM ESTOP IS DEACTIVATED - ESTOP IS NOT AN OFF SWITCH
   CONFIRMAR ESTOP ESTÁ DESACTIVADO - ESTOP NO ES UN INTERRUPTOR APAGADO

2) POWER ON DISCONNECT HANDLE
   ENCENDER EL MANGO DE DESCONEXIÓN

3) TURN ON BLADE POWER SWITCH
   ENCIENDA EL INTERRUPTOR DE ENERGÍA DE LA HOJA

4) RELEASE BRAKE BY PRESSING YELLOW PEDAL
   LIBERAR EL FRENO PRESIONANDO PEAL AMARILLO

5) SELECT DESIRED ANGLE USING DEGREE INDICATOR
   SELECCIONE EL ÁNGULO DESEADO CON EL INDICADOR DE GRADO

6) RE-ENGAGE BRAKE BY RELEASING PEDAL
   VUELVA A ACOPLAR EL FRENO CON PEDAL DE LIBERACIÓN

7) INSERT BOARD CONFIRMING LUMBER IS NESTED AGAINST RIGHT SIDE
   INSERTE EL TABLERO QUE CONFIRMA EL LUMERO SE ENCUENTRA CONTRA EL LADO DERECHO

8) PRESS RED PEDAL TO ACTUATE
   PRESIONE PEDAL ROJO PARA ACTUAR

9) REPEAT 4-8
   REPETIR 4-8

MAINTENANCE

LOCK OUT TAG OUT:

DAILY: CONFIRM REGULATOR FILTER IS CLEAN AND DRAINED OF WATER

CHECK LUBRICATOR HAS A SUFFICIENT AMOUNT OF TOOL OIL

CLEAN INTERIOR OF SAW DUST EVERY SHIFT (PAY CLOSE ATTENTION TO
   CLEANING THK RAILS, BRAKE DISK AND MOTOR HOUSING)

PERIODIC: RESHARPEN BLADES AS NEEDED
   (BOGGING AND INCOMPLETE CUTS ARE INDICATORS OF DULL BLADES)

GREASE THK BEARINGS EVERY 40 HOURS OF USE

REPLACE VALVE MUFFLERS AS NEEDED
   (LAGGING CYLINDER ACTUATION INDICATES CLOGGED MUFFLERS)
TROUBLESHOOTING

BLADE WONT START
CHECK E-STOP IS NOT ACTIVATED
CHECK 240V POWER AT CONTACTOR
CHECK 24V SYSTEM IS ACTIVE

BRAKE WONT ACTUATE
MANUALLY CYCLE CENTER CERAM WITH BLUE BUTTON
CHECK AIR PRESSURE (65psi)
CHECK 24V SYSTEM

BRAKE WONT RELEASE
MANUALLY CYCLE CENTER CERAM WITH BLUE BUTTON
SWAP VALVES, SEE IF PROBLEM MOVES

CARRIAGE WON'T ACTUATE
MANUALLY CYCLE LEFT CERAM WITH BLUE BUTTON
IF THAT DOESN'T WORK:
CHECK AIR PRESSURE (65psi)
SWAP VALVES AND SEE IF PROBLEM MOVES
IF MANUAL CYCLE WORKS:
CHECK FOR 24V AT RED DIRECCTORS
IF YES MOVE ON, IF NO CHECK POWER SUPPLY
CHECK FOR 24V AT RELAY TERMINAL "IN1" WHEN PEDAL IS ACTUATED
IF 24V IS NOT AT "IN1" ON PEDAL PRESS CHECK PEDAL AND WIRE
IF 24V IS AT "IN1" ON PEDAL PRESS TROUBLESHOOT RELAY BOX

BOARD KICKS DURING CYCLE
CONFIRM CLAMP IS ACTUATING DURING CYCLE
IF CLAMP IS ACTUATING:
CONFIRM DEPTH OF CUT CALIBRATION (SECTION 2)
CHECK AIR PRESSURE (65psi)
CHECK FOR CYLINDER SEALS FAILING - LISTEN FOR LEAKS AT VALVE
IF CLAMP IS NOT ACTUATING, MANUAL CYCLE AT RIGHT VALVE
IF CLAMP ACTUATES CHECK RELAY #2
IF CLAMP DOES NOT ACTUATE: SWAP VALVES AND SEE IF PROBLEM MOVES

CARRIAGE SLAMS
CHECK AIR PRESSURE (65psi)
CHECK THAT HARD STOP SPRINGS ARE PRESENT AND IN GOOD WORKING ORDER
ADJUST FLOW RESTRICTORS AS NEEDED

CUT IS NOT CENTERED: SEE CALIBRATION "CENTERLINE ADJUSTMENT"

BLADE BOGS DOWN / CUT INCOMPLETE OR ROUNDED
CHECK THAT CUT DEPTH IS ADJUSTED PROPERLY SEE CALIBRATION "CUT DEPTH"
CONFIRM BLADES ARE SHARP
CHECK AIR PRESSURE (65psi)
CHECK FOR CYLINDER SEALS FAILING - LISTEN FOR LEAKS AT VALVE
*SAW MAY STRUGGLE WITH WET OR EXTRA DENSE WOOD
ADJUST RELAY TIMING
Port 1 – 3/8” to Trio Outlet
Port 2 on First Ceram – 5/16” to Actuator (Shaft Side) – Blue (Flow Restrictor)
Port 4 on First Ceram – 5/16” to Actuator (Base Side) – Blue (Flow Restrictor)
Port 2 on Second Ceram – 5/16” Plug
Port 4 on Second Ceram – 5/16” to Brake - Green
Port 2 on Third Ceram – 5/16” to Clamp (Shaft Side) – Red
Port 4 on Third Ceram – 5/16” to Clamp (Base Side) – Red