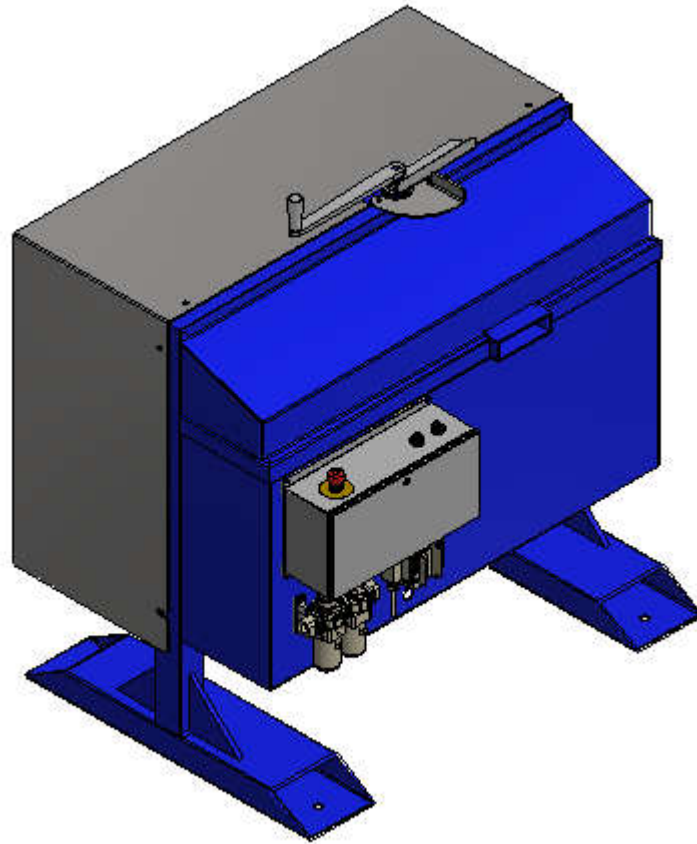


TRIMMER 2.0



SHOP MANUAL

Revised 11/16/2020

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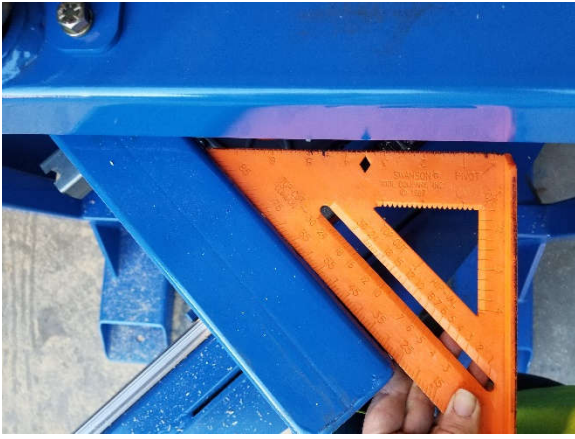
CALIBRATION

SET 90 DEGREE:
MEASURE FROM BACK OF
CARRIAGE TO SIDE OF FRAME.
CONFIRM LEFT AND RIGHT
MEASUREMENTS ARE EQUAL.
SET LEFT (90°) HARD STOP.



ADJUST TOP FLAG TO BE SQUARE WITH FRAME. THIS ADJUSTMENT EFFECTS THE SQUARENESS OF THE FLAT AREA AT THE POINT





SET 45 DEGREE: USING SPEED SQUARE AS SHOW, SET CARRIAGE TO 45° AND ADJUST HARD STOP. CONFIRM CARRIAGE MOVES FULL TRAVEL WITH NO OBSTRUCTIONS.

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.

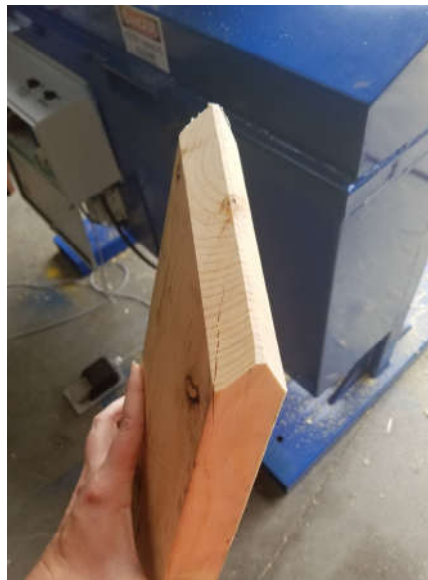
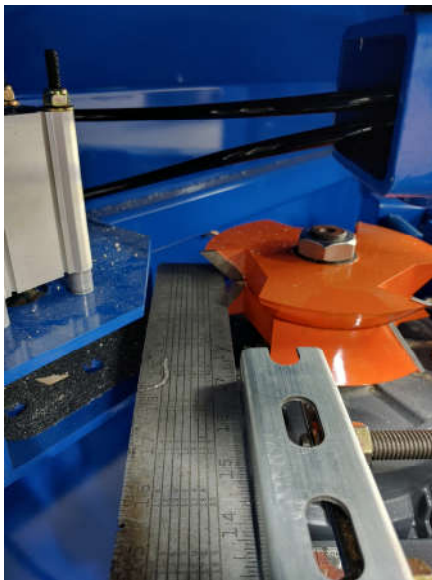


2) CUT DEPTH: ADJUST BOTH THREADED RODS EQUALLY ON BOARD STOP TO CONTROL CUT DEPTH. CONFIRM BOARD STOP IS SQUARE, MEASURE FROM FACE OF BOARD STOP TO MOTOR MOUNT PLATE AT EACH THREADED ROD. BOTH MEASUREMENTS SHOULD BE EQUAL. (SEE BELOW)



THEN USE SQUARE TO CONFIRM PLANE OF BOARD STOP IS JUST INSIDE THE “POINT” OF THE BLADE (SEE BELOW)

DEPTH IS CORRECT WHEN 1/16" OF FLAT IS VISIBLE BETWEEN BEVEL **DO NOT SHARPEN THIS MEASUREMENT TO A POINT, WILL CAUSE BINDING**



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 PEDAL 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 DOESNT WORK:
CHECK AIR PRESSURE (65psi)
SWAP VALVES AND SEE IF PROBLEM MOVES
IF MANUAL CYCLE WORKS:
CHECK FOR 24V AT RED DINECTORS
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"

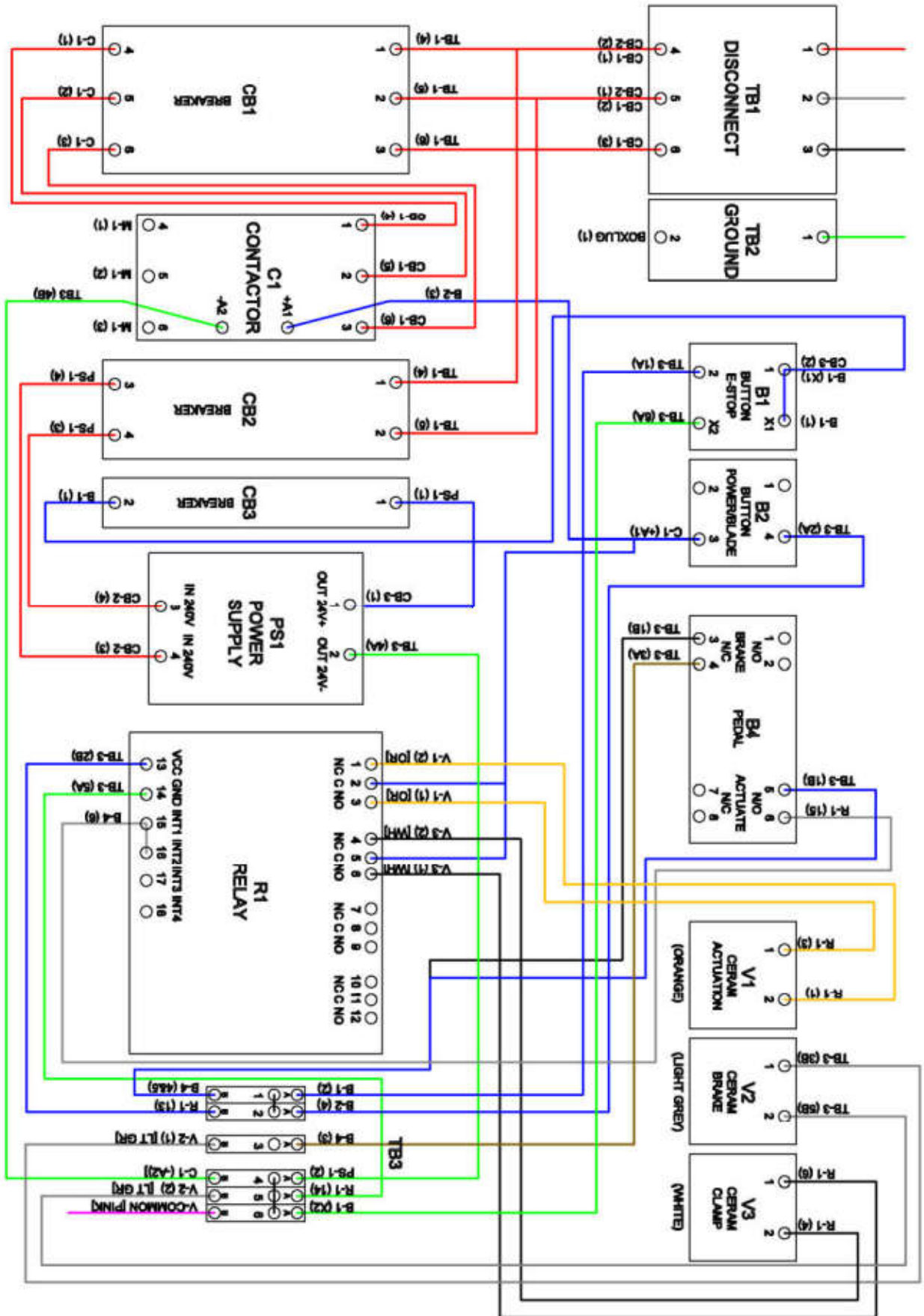
FLAT ON END CUT IS WIDER ON ONE SIDE

INSERT BOARD SQUARE AND RE CUT, IF STILL CROOKED CONFIRM BOARD STOP IS SQUARE
SEE CALIBRATION (SECTION 2)

BLADE BOGS DOWN / CUT INCOMPLETE OR ROUNDED

CHECK THAT CUT DEPTH IS ADJUSTED PROPERLY SEE CALIBRATION (SECTION 2)
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

WIRING DIAGRAM



RELAY PROGRAMMING

Press and hold “← →” buttons for three seconds.

Use arrows to highlight RL1. Use + or – to select relays 1 through 4.

Use arrows to highlight 0000s. Use + or – to increase or decrease time relay is “ON”

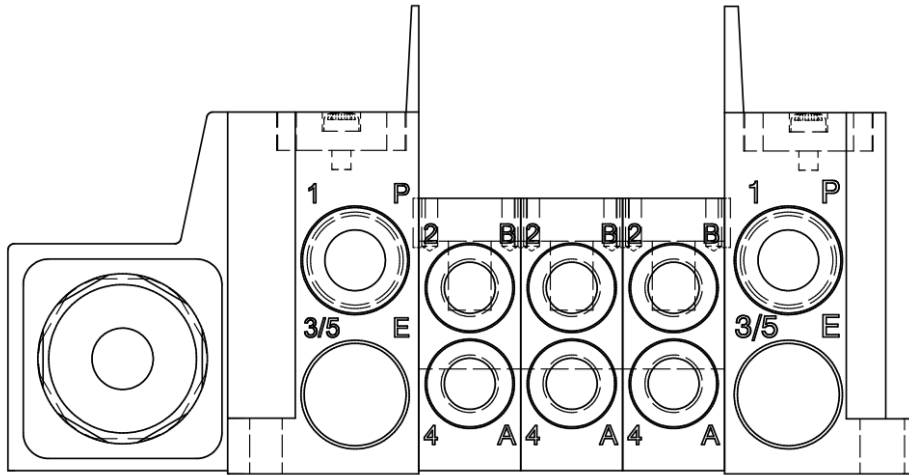
RL1 = 13 Seconds RL2 = 30 Seconds

To cancel, continuing scrolling unit edit menu disappears. Hit “OK” to test cycle.



Note: In the event one relay unit fails, move corresponding wires to RL3 or RL4.
Adjust that relays timing as necessary

PNEUMATIC SYSTEM



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

