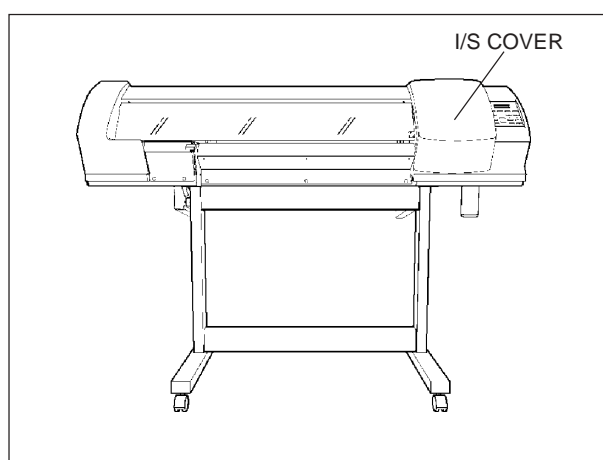


4-5 LIMIT POSITION & CUT DOWN POSITION INITIALIZE (Referential Time : 10min.)

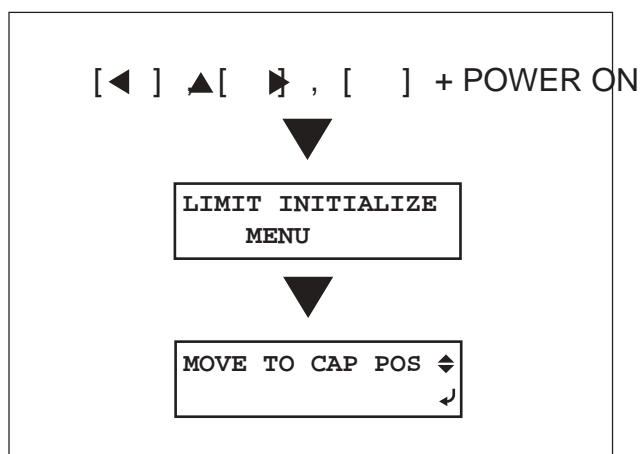
[About LIMIT POSITION & CUT DOWN POSITION INITIALIZE]

This is used to detect the distance between the Limit Sensor and the Capping Position. After completing the detection, the distance from the Cut Down Position to the Limit Sensor will be detected. When the Limit Position is not correctly set, locking problem could occur.

- 1 Remove the I/S COVER.



- 2 Turn on the SUB POWER SW while pressing [◀], [▲] and [▶] keys.



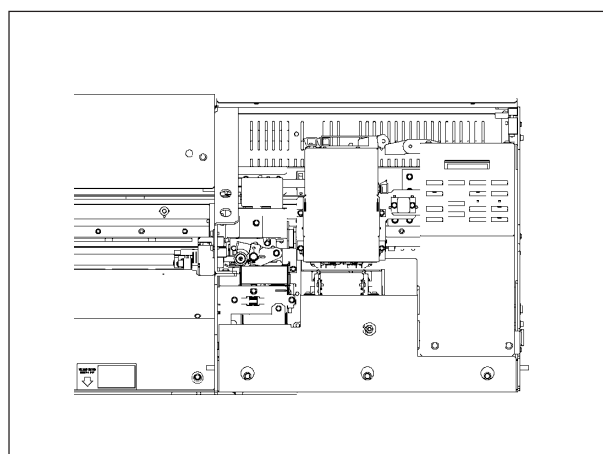
- 3 Connect the Tool carriage and Head carriage. Push the HEAD CARRIAGE leftward and check if it is locked.

If it is locked, proceed to the next step.

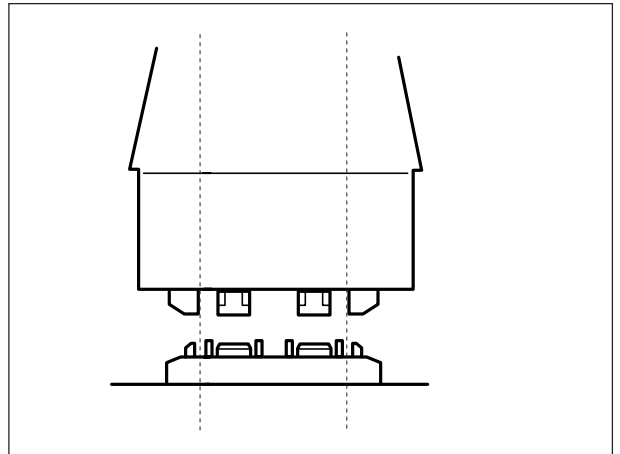
If it is not locked, move the HEAD CARRIAGE rightward until it will be locked.



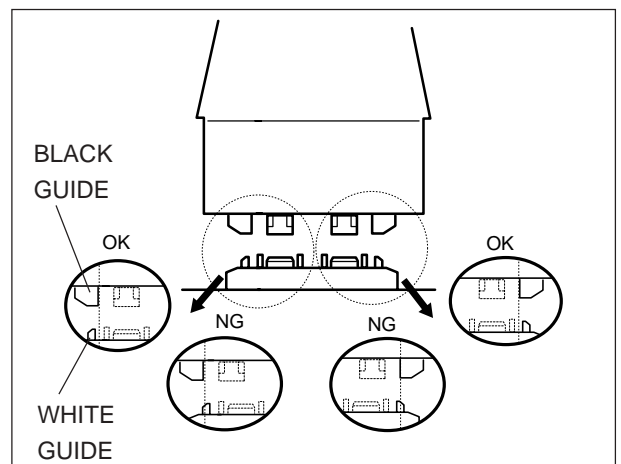
After the HEAD CARRIAGE is locked, push the Head Carriage to the left until it stops because there is a play with the HEAD CARRIAGE.



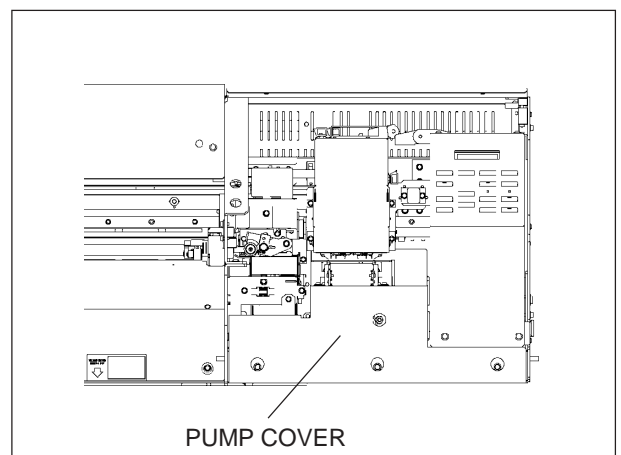
- 4** Cap the HEADs by moving the CAPPING UNIT with [▲] and [▼] keys.



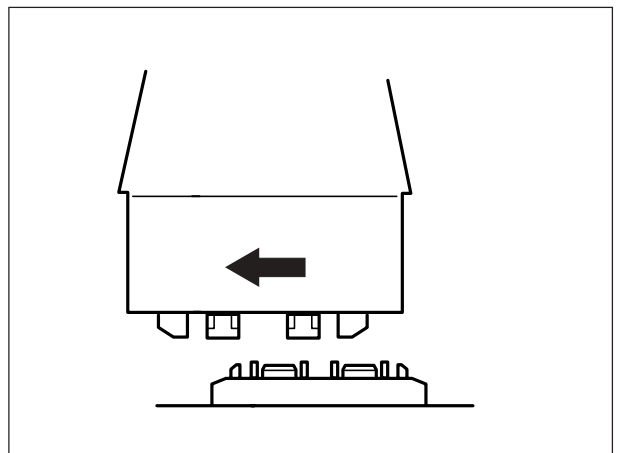
Make sure the HEADs are capped correctly.
If the WHITE GUIDEs of the CAPPING UNIT come inside from the BLACK GUIDEs of the HEAD CARRIAGE at either side, the capping position is not OK. Proceed to the next step.
If the capping position is OK, press [ENTER] and proceed to **12**.



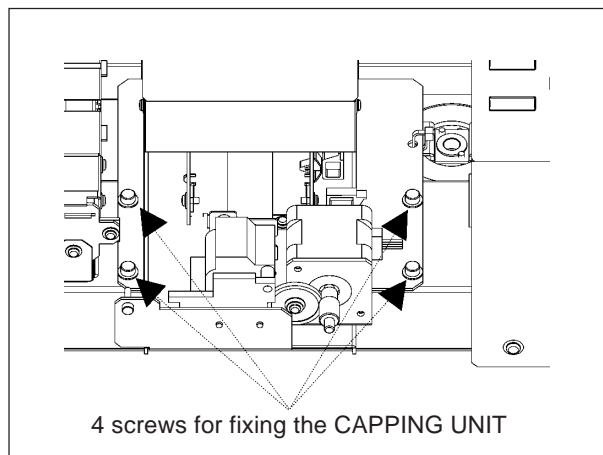
- 5** Remove the PUMP COVER.



- 6** Unlock the carriage, and move the carriage out of the CAPPING UNIT leftward by hand.



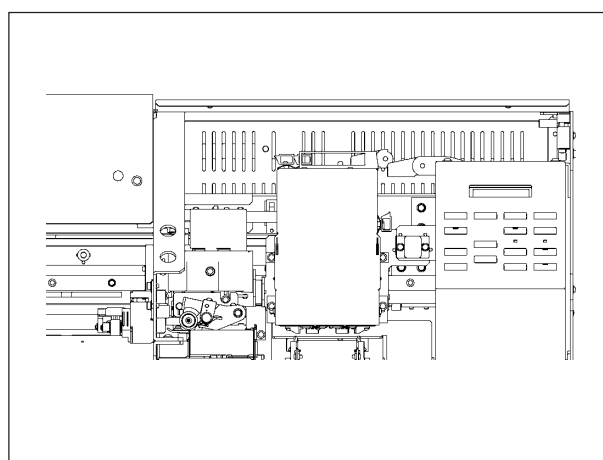
- 7** Loosen four screws for fixing the CAPPING UNIT.



- 8** Move the HEAD CARRIAGE to the lock position by hand.

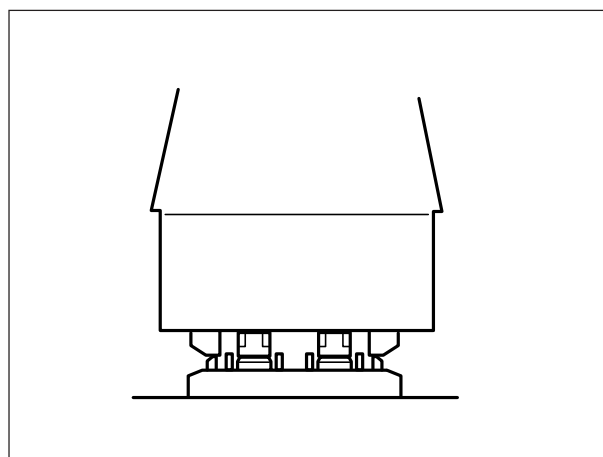


After the HEAD CARRIAGE is locked, push the Head Carriage to the left until it stops because there is a play with the HEAD CARRIAGE.

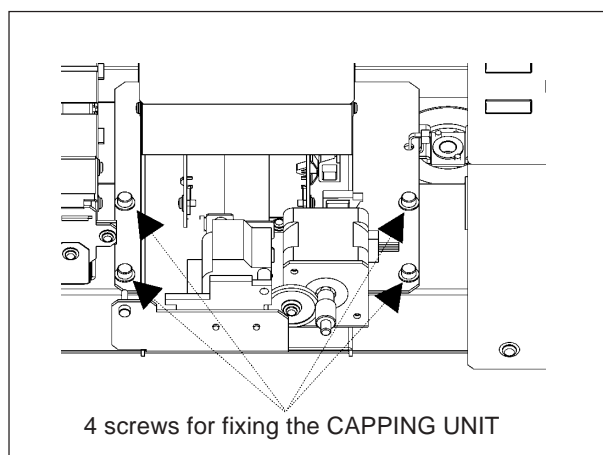


- 9** Adjust the position of CAPPING UNIT by moving it left and right by hand so that the caps come straight below the each head.

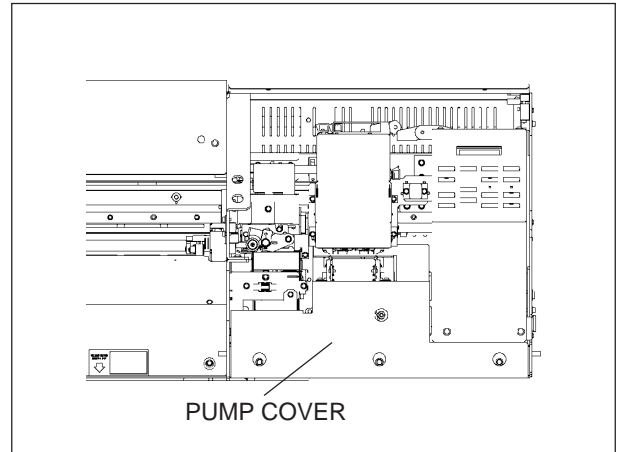
Move the CAPPING UNIT up and down with the cursor keys, and cap the heads at that position.



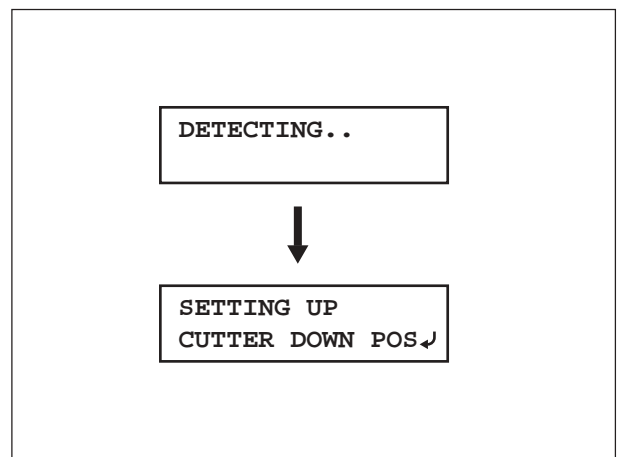
- 10** Fix the four screws for fixing the CAPPING UNIT at that position.
Press the [ENTER] key.



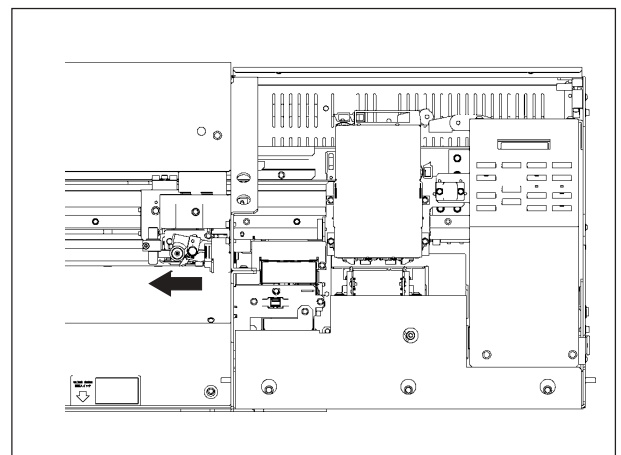
- 11** Fix the PUMP COVER.



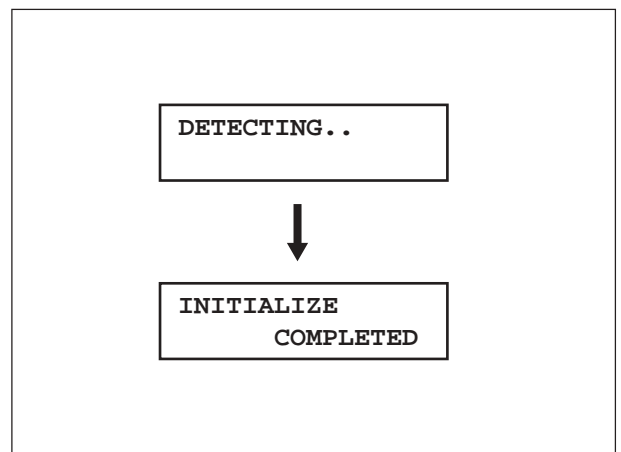
- 12** Confirm the CAPPING UNIT is capped at correct position, press [ENTER] Key again.
After the LIMIT POSITION INITIALIZE is completed, the message appears as shown in the figure.



- 13** TOOL CARRIAGE will be separated from the HEAD CARRIAGE. Move the TOOL CARRIAGE with your hand until it makes full contact with the LEFT FRAME and make the cutter down.



- 14** Carry out the CUT DOWN POSITION INITIALIZE by pressing [ENTER] key.



4-6 LINEAR ENCODER SETUP (Referential Time : 5min.)

[About LINEAR ENCODER SETUP]

LINEAR ENCODER SETUP is necessary for the machine to recognize the width by the software coordinates. It is also necessary for checking whether the encoder module can read the scale correctly in the whole width.

- 1 Lower the Pinch Rollers.
Make sure to unload the media when it is set on the machine.
Then, turn on the SUB POWER SW while pressing [◀], [▼] and [▶] keys to enter the SERVICE MODE.

[◀], [▼], [▶] + POWER ON

[MENU] key

Menu ◀▶
SERVICE MENU ▶

- 2 Select the [LINEAR ENCODER] menu in the SERVICE MENU and press the [ENTER] key.

SERVICE MENU ◀▶
LINEAR ENCODER ↵

NOW PROCESSING..
POS: 1361.00mm

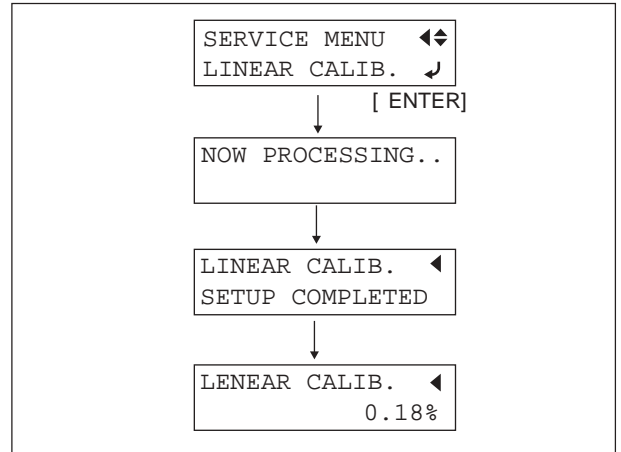
- 3 Either of the messages will appear at the completion of the set up.
In case of SETUP error, check the followings.

1. Dirt/Scratch on the ENCODER SCALE.
2. Dirt/Scratch on the ENCODER MODULE.
3. ENCODER SCALE is not between the ENCODER MODULE.
4. Backlash of the CARRIAGE MOTOR GEAR and the DRIVE GEAR.
5. Fixation between the CARRIAGE and the CARRIAGE WIRE.
6. Bad Contact in the cables.

LINEAR ENCODER ◀
SETUP COMPLETED

LINEAR ENCODER ◀
SETUP FAILED

- 4** When Linear Encoder Setup is completed, carry out the [LINEAR CALIB.] in the Service Menu.



- 5** In case of an error, check the followings.
1. Dirt/Scratch on the ENCODER SCALE.
 2. Dirt/Scratch on the ENCODER MODULE.
 3. ENCODER SCALE is not between the ENCODER MODULE.
 4. Backlash of the CARRIAGE MOTOR GEAR and the DRIVE GEAR.
 5. Fixation between the CARRIAGE and the CARRIAGE WIRE.
 6. Bad Contact in the cables.

