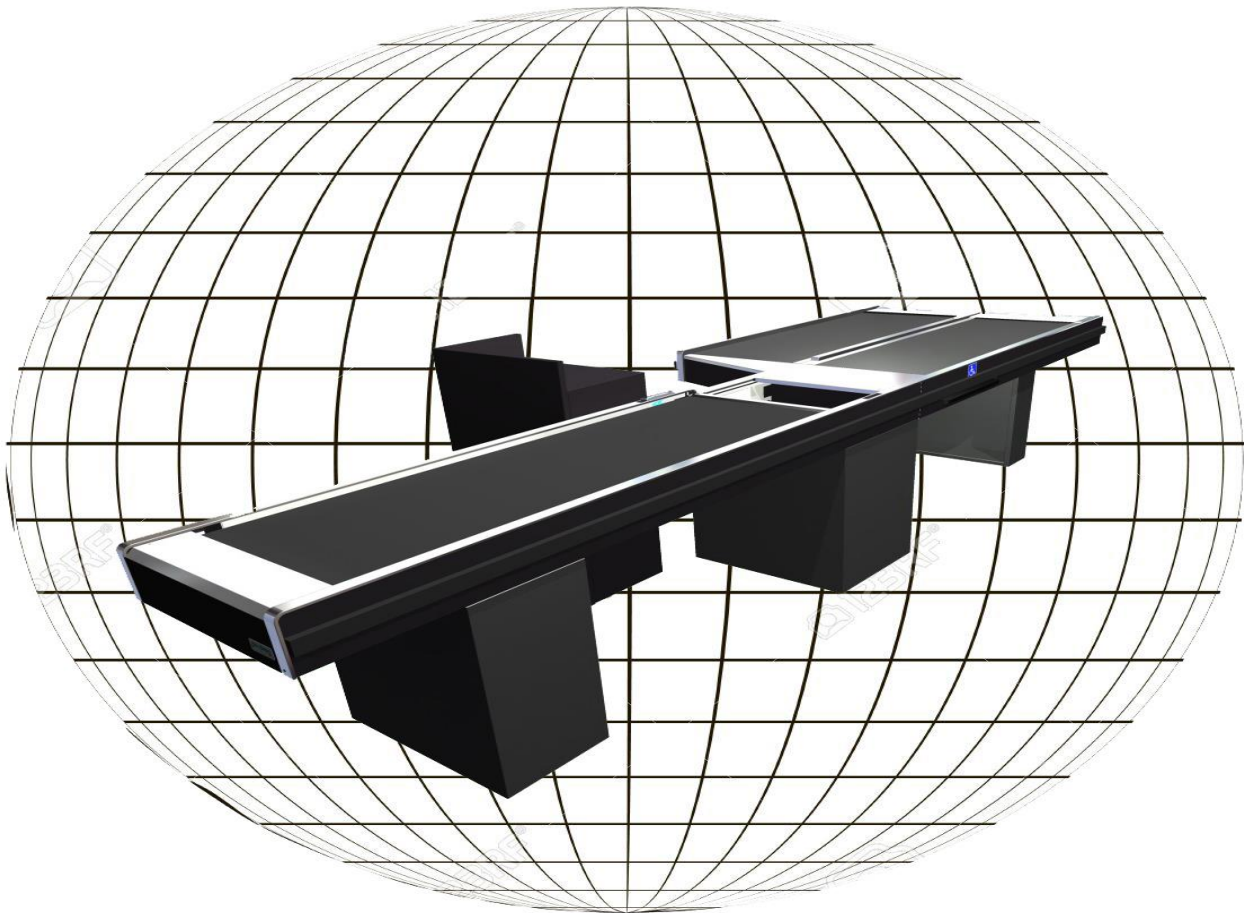




Metal Fabrication Specialists Since 1977

CHECKSTANDS AND CUSTOM CABINETS

INSTRUCTIONAL MANUAL



Whatever It Takes

Aug. 2021

CIM-2000



Metal Fabrication Specialists Since 1977

CHECKSTAND INSTRUCTION MANUAL

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GENERAL INFORMATION

PRODUCT LIABILITY INFORMATION

Before starting check-stand installation, read this manual. It contains cautions to observe, installation instruction, tests to make prior to operation, and maintenance instructions for Pan-Oston checkouts. Failure to follow instructions could cause personal injury, damage to the check-stands, and could void the warranty. Record dates and services performed.

SPECIFICATION CHANGES

Pan-Oston policy is to improve products as new technology, components, and manufacturing materials become available. Pan-Oston, therefore, reserves the right to change specifications without prior notice.

ELECTRICAL CODE COMPLIANCE

Before installation of this check-stand, check with local building code agency to ensure compliance with local codes. An Electrical wiring diagram, showing the electrical needs of each Pan-Oston check-stand, is attached to the cover of the electrical control box located under the front conveyor.

CUSTOMIZED EQUIPMENT

The specifications, dimensional drawings and illustrations in this manual are for standard Pan-Oston check-stands. If the customer has purchased check-stands with other than standard sizes of front conveyor, rear bagging console, or other components shown, the overall dimensions shown on furnished drawings may be different.

COMMENTS

Pan-Oston welcomes written comments and suggestions regarding this manual and about servicing and maintenance of Pan-Oston check-stands. Please address correspondence to Pan-Oston Service Department.

Pan-Oston^{LTD}

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IMPORTANT SAFETY INSTRUCTIONS

Read this manual carefully to learn how to Receive, Install, Operate, Maintain and Repair this Pan-Oston Check-stand. Read and observe all Safety Rules & Precautions that appear in the Operations: Control & Adjustment, Trouble Shooting, and Component Replacement sections of this manual before attempting repair.

Among other described procedures are steps to follow when requesting service during normal or after regular business hours. Our first suggestion is a call to the service department at the number shown on page two of this manual. If the department is closed, our 24-hour service line will take your message. Please furnish requested information and we will get back to you, promptly.

When making repairs, record dates and services performed.

CAUTION!!!



The exclamation point within an equilateral triangle is intended to alert the user to the presence of important operating and maintenance (servicing) instructions in the literature accompanying the appliance.



The lightning flash with arrowhead within an equilateral triangle is intended to alert the user to the presence of uninsulated dangerous voltage within the products enclosure that may be of sufficient magnitude to constitute a risk of electric shock to persons.

**!!!LOOK FOR THESE SYMBOLS!!!
THEY ALERT YOU TO IMPORTANT SAFETY PRECAUTIONS
TO FOLLOW. YOUR PERSONAL SAFETY IS INVOLVED**

When Working Around Equipment with Moving Parts, Be Alert to Every Present Danger of Entanglement of Fingers, Clothing, Jewelry or Hair with Motors, Belts Etc.

RECEIVING INSTRUCTIONS

****WARNING****

DO NOT PLACE OR TRANSPORT ANY CONVEYOR OR REAR CABINET ON ITS SIDE AT ANY TIME. THIS COULD CAUSE INTERNAL DAMAGE.

- 1) DELIVERY** – Most PAN OSTON CHECK-STANDS are shipped by moving van, blanket wrapped with delivery and freight charges prepaid. Some models require varying degrees of assembly.
- 2) MAJOR COMPONENT SORTING & COUNTING** –All check stands consist of major components and optional accessories to be installed after delivery. Identify and count major components and accessories as they are unloaded. Check quantities received against quantities shown on shipping proof that accompanies the bill of lading. Report discrepancies at once to PAN-OSTON SERVICE DEPARTMENT.

IMPORTANT NOMENCLATURE. All descriptions of right or left and forward or rear parts of Pan-Oston check-stands are relative to the cashier standing at the cash stand, facing the end of the conveyor where the customer unloads their purchase. The customer side of the counter is the LEFT SIDE. The cashier side of the counter is the RIGHT SIDE. Customer purchases are placed on the FRONT of the conveyor and moved to the REAR of the conveyor for bagging.

- 3) COMPONENT & ACCESSORY IDENTIFICATION** – Major components and optional accessories are indicated on the shipping proof.

Some optional accessories may be received installed, boxed or individually wrapped. If bulk shipped and not installed, they are shipped with a label showing Pan-Oston “BM” number, or if boxed with “BM” number written on outside of carton. Major components are tagged with an inspection label showing the “BM” number.

- 4) BOXED PARTS & ACCESSORIES** – In addition, with each order you may receive a carton(s) containing an installation package, Next Order Divider Bars, and miscellaneous hardware, etc. On model furnished, (if belt tracking adjustments are made through front conveyor access holes). You may receive additional cartons containing cables with plugs, foot controls, magnetic aisle close chains, and/or other accessories if they were ordered.

- 5) BILL OF LADING** – Examine each Pan-Oston component for damage when unloading. If damage is found, report Immediately by phone to PAN-OSTON SERVICE DEPARTMENT. Description and extent of damage must be noted and acknowledged by delivering driver’s signature on the bill of lading that is left at store with a copy of same sent to PAN-OSTON SERVICE DEPARTMENT.

- 6) DAMAGED MATERIALS** – All are to be retained at store until disposition advisement has been received from Pan-Oston Service Department.

- 7) CHECKOUT AREA PREPARATION** – Establish the installed position of conveyors, cash stands, and rear cabinets. Move components to sales floor to be accessible in needed sequence of installation.

To minimize handling and risk of damage, some equipment, such as glass showcases, may be packed and direct shipped to the store. When received, this equipment must be completely unpacked and examined for concealed damage before freight bill is signed. If damage is discovered, it must be noted on your copy of freight bill and acknowledged by signature of delivering driver.

INSTALLATION TOOLS

The following basic tools are helpful when installing All Pan-Oston Checkouts

1. 100' tape
2. Chalk line
3. Magic marker (to mark floor)
4. Pry bar
5. 1-1/2 to 2 lb. Rubber Mallet
6. #2 & #3 Robertson driver or bits for magnetic holder
7. #2 Phillips head bit for magnetic holder
8. #8-1/2" Phillips head, self-drilling screws – allow 40 per lane
9. 7/16" Combination open end box head wrench
10. 9/16" Combination open end box head wrench
11. 15/16" (or metric #24) open end box head wrench
12. 3/8" Drill – electric or cordless
13. Magnetic bit holder
14. 2 only 1/8" industrial quality drill bits
15. #2 Phillips head driver
16. 6" x 5/16" Alex key (hex head) driver
17. 4 ft Level
18. File for stainless steel
19. 1 roll of Electrical tape
20. Emery cloth
21. 7/16" x 9/16" socket and ratchet Driver
22. 6" Extension for above
23. Diagonal Wire cutters
24. Bent nose long nose Pliers
25. 1/4" x 8" Flat Screwdriver
26. Small Phillips head and flat screwdrivers for circuit board potentiometer adjustment
27. Caulking gun with appropriate number of tubes of silicone caulk, or other materials to anchor components to floor.
28. "C" shaped 9/16" Boxhead Wrench
29. 10' Rule
30. Volt/ohm/ammeter
- 31.

INSTALLATION INSTRUCTIONS

- 1 From floor plan determine distances (A&B) from left rear corner of rear cabinet of 1st check stand to walls at left and rear. Mark floor with magic marker. Repeat process for right rear corner of rear cabinet of last check stand in run. Make chalk lines between marks (See FIGURE 2)
- 2 Without attaching components, move rear cabinet, front conveyor and cash stand into position as shown in FIGURE 2. Adjustable scanner filler angle is shipped installed in reverse position. Remove and install in correct position. Align front and rear cabinet on chalk line.
- 3 Repeat process for 2ND counter. Verify that correct aisle width (C) is maintained and that spacing to adjacent wall is correct.

Designates Best Locations for
Electrical Stub-ups

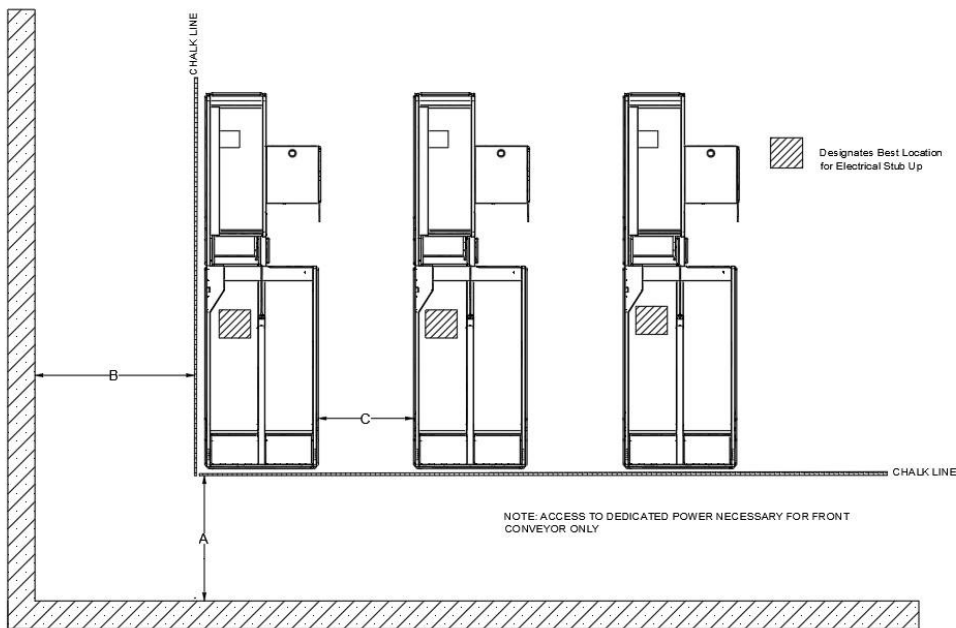


FIGURE 2

- 4 Make sure there are no physical obstructions, such as columns or doors, that would interfere with customer access to check stands. Check that regular & dedicated electrical service enters check stands from floor or above in proscribed areas. If problems are encountered, address them before proceeding.
- 5 Before proceeding to next step, check that cabinet is stable to floor and does not rock. If necessary, use leveling bolts or insert shims to stabilize. Recommendation is to anchor rear cabinets by use of 100% silicone caulk.

INSTALLATION INSTRUCTIONS - Continued

WARNING: IF SHOOTING INTO FLOOR TO ANCHOR FRONT CONVEYOR OR REAR CABINET, AVOID SHOOTING OR DRILLING INTO WIRING DUCT.

- 6 TO ANCHOR REAR CABINETS BY SHOOTING TO FLOOR, REMOVE THE COVER PLATES IN THE FLOOR PANEL TO ACCESS BASE FLANGE. IF IT WAS NECESSARY TO USE SHIMS TO STABILIZE REAR CABINET, SHOOT THROUGH SHIMS BETWEEN CABINET BASE AND FLOOR.
- 7 MOVE FRONT CONVEYOR TO PROPER LOCATION. VERIFY THAT REAR CABINET ALIGNS PROPERLY WITH FRONT CONVEYOR.
- 8 REMOVE FRONT CONVEYOR SIDE ACCESS PANEL SCREWS. PLACE ACCESS PANEL BUMPER RAIL SIDE DOWN ON CONVEYOR BELT. LOOSEN TOP LOCK NUTS AND ADJUST (4) LEVELING JACKS INSIDE CONVEYOR TO ALIGN WITH REAR CABINET.
- 9 BEFORE ANCHORING FRONT CONVEYOR TO FLOOR, MAKE CERTAIN THAT FRONT CONVEYOR IS LEVEL, STABLE, & PROPERLY ALIGNED ON SETTING LINE. TIGHTEN LOCK NUTS ON FRONT CONVEYOR LEVELING JACKS.
- 10 REMOVE WIRING DIAGRAM THAT IS ATTACHED TO ELECTRICAL CONTROL BOX IN FRONT CONVEYOR AND GIVE TO INSTALLING ELECTRICIAN. DRAWING SHOWS PROPER CONNECTIONS FOR INCOMING POWER SOURCES.
- 11 INSTRUCT SCANNER INSTALLER THAT SCANNER IS MADE FLUSH WITH FRONT CONVEYOR SCANNER TRIM BY ADJUSTMENT OF SCANNER LEGS OR SCANNER SUPPORT BRACKETS, NOT BY ADJUSTMENT OF SCANNER TRIM.
- 12 POSITION CASH STAND MODULE AGAINST SIDEWALL OF CONVEYOR AS SHOWN IN DIMENSIONED DRAWING, OR PER MANAGEMENT INSTRUCTION.
- 13 DETERMINE CABLE ROUTING(S) FROM CASH STAND INTO FRONT CONVEYOR, REMOVE APPROPRIATE KNOCKOUTS, AND INSERT PLASTIC BUSHINGS IF SUPPLIED FROM CASH STAND UTILITY DRAWER IN CASH STAND TOP DECK.
- 14 ATTACH CASH STAND TO CONVEYOR WITH SELF DRILLING SCREWS. AVOID DRILLING INTO ELECTRICAL SYSTEM OR MOTOR CABLE.
- 15 INSTALL ALL ACCESSORIES, THIS INCLUDES KEYBOARD TRAY, CHECK WRITING SHELF, EFT HOLDER AND WHERE APPLICABLE, EXTERNAL BAGGING UNIT.
- 16 AFTER ELECTRICIAN HAS COMPLETED WIRING TO CHECK-STAND, AND AFTER COMPLETION OF SCANNER INSTALLATION, REPLACE CONVEYOR ACCESS PANEL ON FRONT CONVEYOR.
- 17 PHYSICAL INSTALLATION IS NOW COMPLETE. TEST CHECK-STANDS AND ADJUST BELT TRACKING IF NECESSARY.
- 18 STRIP OFF ALL TEMPORARY PROTECTIVE COVERINGS AND THOROUGHLY CLEAN ALL LANES. REFER TO *MAINTENANCE & CLEANING* IN THE MANUAL. IF COUNTERS ARE NOT TO BE USED FOR AN EXTENDED PERIOD, INSTRUCT CONSTRUCTION SUPERVISOR TO PROVIDE PROTECTIVE COVERINGS. PAN-OSTON WARRANTY DOES NOT COVER DAMAGE TO COUNTERS OR CONVEYOR BELTS DAMAGED IN STORE AFTER DELIVERY AND PRIOR TO GRAND OPENING.

ELECTRICAL CONTROL FUNCTIONS

Each checkout is shipped with Electrical drawings taped to the conveyor on the electrical control box. Give to installing Electrician to connect incoming electrical regular and dedicated power as shown. Access control box by removal of the side access panel.

If scanning equipment is not installed during the checkout installation, discuss with installing scanning vendor to make certain he knows how to install scanning model to be used in Pan-Oston checkouts.

All Pan-Oston check-stands have a Cashier belt control switch. Most systems with scanning, have an additional switch that permits turn off of Scanner & scanner fan while permitting operation of other components that require dedicated power.

*******IMPORTANT*******

INSTRUCT INSTALLER THAT SCANNER IS MADE FLUSH WITH DEBRIS DIVERTER BY ADJUSTMENT OF SCANNER LEGS OR SCANNER MOUNTING BRACKETS NOT BY ADJUSTMENT OF SCANNER TRIM. SCANNER TRIM CLEARANCE TO CONVEYOR BELT IS SET AT FACTORY AT 1/64". AN INSTALLED SCANNER MUST BE REMOVED TO ACCESS SCANNER MOUNTING BRACKETS FOR ADJUSTMENT.

SINGLE BELT SYSTEMS

- 1) TO START BELT MOVEMENT: SYSTEMS **WITHOUT PHOTO-EYE CONTROL**
 - A. POWER SWITCH IN CHECKOUT POWER CONTROL PANEL MUST BE **ON**.
 - B. IF CHECK-STAND IS SO EQUIPPED, THE MAIN CHECK-STAND POWER SWITCH ON SIDE OF ELECTRIC CONTROL BOX MUST BE IN **ON** POSITION.
 - C. THE CIRCUIT BREAKER MUST NOT BE TRIPPED. IF IT IS, PUSH PLUNGER TO RESET.
 - D. BELT CONTROL SWITCH MUST IN **ON** POSITION.
 - E. IF CHECK-STAND HAS DETACHABLE FOOT SWITCH, MAKE CERTAIN THAT IT IS PLUGGED INTO THE RECEPTABLE IN THE ELECTRICAL CONTROL BOX.
 - F. CASHIER WILL NOW HAVE FULL CONTROL OF THE BELT. WHEN FOOT SWITCH IS DEPRESSED, THE BELT WILL ADVANCE. WHEN FOOT SWITCH IS RELEASED, BELT WILL STOP.

2) TO START BELT MOVEMENT: SYSTEMS WITH PHOTO-EYE CONTROL

- A. SECTION #1 ITEMS A THROUGH E ARE APPLICABLE.
- B. IF PHOTO EYES ARE ALIGNED AND UNOBSTRUCTED, WHEN POWER IS FIRST TURNED ON, CONVEYOR WILL RUN FOR APPROXIMATELY 24 SECONDS UNLESS PHOTO EYE BEAM IS INTERRUPTED.
- C. IF PHOTO EYE OBSTRUCTION HAS BEEN REMOVED OR CHECKOUT POWER WAS APPLIED PRIOR TO ELAPSE OF 24 SECOND TIMEOUT PERIOD, THE BELT CONTROL SWITCH MUST BE MOVED TO **OFF** AND THEN RETURNED TO **ON** POSITION OR THE PHOTO EYE MUST BE BLOCKED AND THEN UN-BLOCKED TO RESTART BELT.
- D. THE FOOT SWITCH OVERRIDES THE PHOTO-EYES AT ANYTIME: OTHERWISE, WHEN THE FOOT SWITCH IS RELEASED, THE BELT IS CONTROLLED BY THE PHOTO EYES AND THE AUTOMATIC TIMEOUT.

3) A MOVING BELT CAN BE STOPPED

- A. BY PRODUCT ON CONVEYOR BELT MOVING INTO PHOTO EYE BLOCKING POSITION.
- B. BY MOVING BELT CONTROL SWITCH TO **OFF** POSITION.
- C. BY ELAPSED TIME. CIRCUIT BOARD AUTOMATICALLY SHUTS DOWN POWER TO MOTOR AFTER 24 SECONDS WITH LACK OF ACTIVITY AT PHOTO EYES.

ELECTRICAL CONTROL FUNCTIONS – continued

DUAL BELT SYSTEMS – CASSETTE

There are 2 Cashier Belt control Switches on the Front conveyor, one switch controls Power to both belts; the other provides option to turn rear belt off

1 TO START BELT MOVEMENTS:

- A POWER SWITCH IN CHECKOUT POWER CONTROL PANEL MUST BE ON
- B MAIN CHECK-STAND POWER SWITCH ON SIDE OF ELECTRIC CONTROL BOX MUST BE IN ON POSITION.
- C FRONT & REAR CONVEYOR CIRCUIT BREAKERS MUST BE SET.
- D BOTH BELT CONTROL SWITCHES MUST BE IN ON POSITION.
- E PHOTO EYES MUST BE ALIGNED AND UNOBSTRUCTED
- F WITH PHOTO EYE OBSTRUCTION REMOVED, BUT WITH CHECKOUT POWER ON FOR LONGER THAN PRESET 24 SECOND TIMEOUT PERIOD, BELT CONTROL SWITCH MUST BE MOVED TO OFF AND THEN RETURNED TO THE ON POSITION OR THE PHOTO EYE MUST BE BLOCKED AND THEN UNBLOCKED TO RESTART BELT & TIMING CYCLE.
- G IF A FOOT SWITCH IS PROVIDED, MAKE CERTAIN THAT THE MALE END IS PLUGGED INTO RECEPTACLE IN THE MIDDLE AT THE BOTTOM OF THE ELECTRICAL CONTROL BOX. A FOOT SWITCH OVERRIDES THE PHOTO-EYES AT ANYTIME: OTHERWISE, WHEN THE FOOT SWITCH IS RELEASED, THE FRONT CONVEYOR BELT IS CONTROLLED BY THE PHOTO EYES AND TIMEOUT.

A FOOT SWITCH IS FOR FRONT CONVEYOR ONLY AND DOES NOT AFFECT REAR CONVEYOR BELT MOVEMENT.

2 MOVING FRONT CONVEYOR BELT CAN BE STOPPED BY:

- A PRODUCT ON CONVEYOR BELT BLOCKING THE PHOTO EYE.
- B MOVING FRONT CONVEYOR BELT CONTROL SWITCH TO OFF POSITION
- C CIRCUIT BOARD AUTOMATICALLY SHUTS DOWN POWER TO MOTOR TO FRONT CONVEYOR AFTER 24 SECONDS WITHOUT ACTIVITY AT PHOTO EYES.

BOTH BELTS STOPPED BY TIME OUT WILL RESTART WHEN PHOTO EYES ARE BLOCKED, AND THEN UNBLOCKED, OR WHEN BELT SWITCH IS MOVED TO OFF AND RETURNED TO ON POSITION.

3 MOVING REAR CASSETTE BELT CAN BE STOPPED BY

- A MOVING REAR CONVEYOR BELT CONTROL SWITCH TO OFF POSITION
- B CASSETTE ALSO TIMES OUT AUTOMATICALLY. TIMING CYCLE IS RESTARTED EACH TIME PHOTO EYE IS BLOCKED AND THEN UNBLOCKED. CASSETTE BELT TIME OUT IS ADJUSTABLE & IS INDEPENDENT OF FRONT CONVEYOR TIME OUT, WHICH IS NOT ADJUSTABLE.
- C TO LENGTHEN CASSETTE BELT TIME OUT, USE A SMALL SCREWDRIVER AND TURN SETTING ON POTENTIOMETER ON SMALLER CIRCUIT BOARD IN ELECTRICAL CONTROL BOX CLOCKWISE.

ELECTRICAL CONTROL FUNCTIONS – continued

DUAL BELT SYSTEMS – RETRACTABLE

Information for Dual Belt Cassette systems above also applies to Dual belt retractable systems. The Only significant difference is an additional cut off switch. This switch permits power to rear Motor Only when belt is in extended position. When belt is retracted, power is shut off.

DUAL BELT SYSTEMS – DROP DOWN

Information for Dual Belt Cassette systems above also applies to Dual belt Drop down systems.

The only significant difference is an additional cut off switch. This switch permits power to rear Motor only when belt is in raised position. When belt is lowered, power is shut off.

There is an available option where rear cabinet power is independent of the front conveyor. A Belt control switch is mounted on the rear cabinet. Power to the rear belt motor is still shut off when belt is in lowered position. If this option is selected, the front conveyor is operated as a single belt system.

TRI-BELT SYSTEM

- 1 THE FRONT CONVEYOR BELT CONTROL ON A TRI-BELT SYSTEM IS THE SAME AS THAT WITH SINGLE OR DUAL BELT SYSTEMS PREVIOUSLY DESCRIBED.
- 2 TO PERMIT INDEPENDENT CONTROL OF EITHER REAR CONVEYOR, THERE ARE (3) CASHIER BELT CONTROL SWITCHES ON THE FRONT CONVEYOR. ONE SWITCH CONTROLS THE INCOMING POWER TO ALL CONVEYOR BELT MOTORS. THE OTHER TWO SWITCHES CONTROL POWER TO REAR CONVEYORS.
- 3 WITH REAR CONVEYOR BELT SWITCHES IN ON POSITION, BAGGER CAN ADVANCE EITHER REAR BELT BY PRESSING THE MOMENTARY BELT ADVANCE SWITCH AT THE REAR OF THE LEFT OR RIGHT CONVEYOR OR BY INTERRUPTING EITHER LEFT OR RIGHT REAR PHOTO-EYE BEAM.
- 4 WHEN POWER IS FIRST TURNED ON AND ALL BELT CONTROL SWITCHES ARE IN ON POSITION, ALL THREE CONVEYORS WILL RUN FOR APPROXIMATELY 24 SECONDS, UNLESS ANY PHOTO ELECTRIC BEAM IS INTERRUPTED TO STOP THAT CONVEYOR.
- 5 IF EQUIPMENT IS FURNISHED WITH REMOVABLE FOOT SWITCHES, THEY OVERRIDE THE PHOTO EYES AT ALL TIMES AND AFFECT BELT MOVEMENT WHEN DEPRESSED. WHEN THE FOOT SWITCH IS RELEASED, PHOTO EYE BELT CONTROL IS RE-ESTABLISHED.
- 6 AUTOMATIC APPROPRIATE REAR CONVEYOR BELT CONTROL IS ACHIEVED BY POSITION OF DIVERTER BAR. WHEN THE DIVERTER BAR IS MOVED TO THE LEFT OR TO THE RIGHT, THE OPEN REAR LANE IS CONTROLLED BY THE PHOTO-EYE BEAM ON THE FRONT CONVEYOR. EACH TIME A PRODUCT INTERRUPTS THE BEAM, THE FRONT CONVEYOR WILL STOP, BUT THE OPEN REAR CONVEYOR WILL CONTINUE FOR 24 SECONDS OR UNTIL THE PHOTO BEAM AT THE REAR OF THAT CONVEYOR IS BLOCKED.
- 7 WHEN THE PHOTO-EYE BEAM OF THE OPEN REAR CONVEYOR IS BLOCKED, THE REAR CONVEYOR WILL CONTINUE FOR 1 TO 12 INCHES EACH TIME THE PHOTO-EYE BEAM ON THE FRONT CONVEYOR IS BLOCKED & UN-LOCKED. THIS IS FACTORY SET FOR 3 INCHES, BUT MAY BE ADJUSTED TO YOUR PREFERENCE WITH THE POTENTIOMETER ON FRONT CONVEYOR CIRCUIT BOARD. WHEN THE PHOTO-EYE BEAMS ARE RE-ESTABLISHED, THE CONVEYORS WILL START UP AGAIN.
- 8 WHEN AN ORDER IS COMPLETED, AND THE DIVERTER BAR IS REPOSITIONED TO CLOSE THAT REAR CONVEYOR, AUTOMATIC CONTROL IS SWITCHED TO THE OTHER CONVEYOR.
- 9 THERE ARE CASHIER OVER RIDE SWITCHES FOR EACH REAR CONVEYOR FOR THE CASHIER'S USE. THESE TWO SWITCHES ARE LOCATED ON THE FRONT END OF THE REAR CONVEYOR.



BELT TRACKING



WHEN WORKING AROUND EQUIPMENT WITH MOVING PARTS, BE ALERT TO DANGER OR ENTANGLEMENT OF FINGERS, CLOTHING, JEWELRY, OR HAIR WITH MOTORS, BELTS ETC.



ALTERNATE PROCEDURE

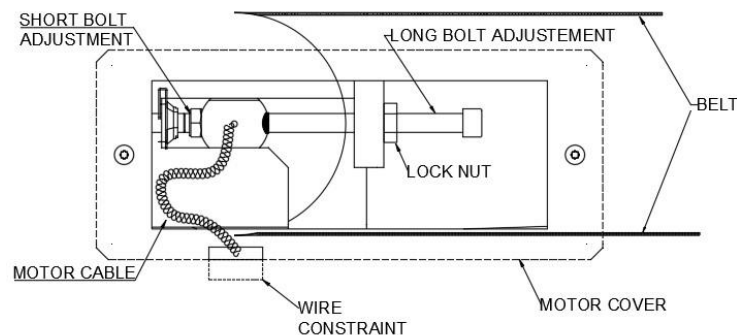
FRONT CONVEYOR BELTS CAN BE MADE TO RUN CONTINUOUSLY BY JUMPERING CIRCUIT BOARD PIN #4 TO CIRCUIT BOARD PIN #5. DO NOT ATTEMPT THIS PRIOR TO SWITCH BELT CONTROL SWITCH AND CHECK-STAND CONTROL SWITCH IN CHECK-STAND PANEL TO “OFF” POSITIONS.



WARNING

DO NOT ATTEMPT ADJUSTMENT OF MOTOR SUPPORT BOLTS PRIOR TO SWITCHING BELT CONTROL SWITCH AND THE CHECK-STAND POWER SWITCH ON SIDE OF ELECTRICAL CONTROL BOX BELOW REMOVABLE FLOOR PANEL UNDER SCANNER TO THE “OFF” POSITIONS.

Belt tracking adjustments are necessary when a conveyor belt is not centered between conveyor siderails or stainless-steel trim in dual belt systems. All belts are shipped from the factory with a tension setting of 18-25” pounds on the belt. You must always start the belt tracking from the motor end.



BELT TRACKING – continued

FRONT CONVEYOR – STANDARD LANE - REFERENCE BELT TENSIONING SECTION PAGE 17

1. CONVEYOR MOTOR SUPPORT BOLT ACCESS IS ACHIEVED BY REMOVAL OF 2 SCREWS ON THE MOTOR ACCESS PANEL ON THE CASHIER SIDE OF FRONT CONVEYOR. TO MOVE BELT CLOSER TO SIDE AT WHICH ADJUSTMENT IS MADE, USE A 9/16 WRENCH AND TURN LONGER ADJUSTMENT BOLT COUNTER CLOCKWISE. TO CAUSE BELT TO MOVE AWAY FROM SIDE WHERE ADJUSTMENT IS MADE, MOVE SHORTER BOLT AT REAR OF MOTOR OUT OF THE WAY BY TURNING CLOCKWISE, AND THEN TURN LONGER ADJUSTMENT BOLT CLOCKWISE.
2. IF SATISFACTORY BELT ALIGNMENT CAN NOT BE ACHIEVED BY ADJUSTMENT AT MOTOR END OF THE CONVEYOR, ADJUSTMENT CAN BE MADE AT IDLER END.
3. ACCESS IDLER TRACKING BOLTS BY REMOVAL OF NOSE NYLON PLUG BUTTONS AT THE FRONT OF THE CONVEYOR. FOR MODELS WITHOUT ACCESS HOLES, REMOVE FRONT END CAP.
4. BOLTS ARE ADJUSTED EITHER BY INSERTION OF A 5/16” HEX KEY OR 5/16” ALLEN KEY DRIVER INTO RECESSED HEAD OF EITHER ADJUSTMENT BOLT OR BY A 9/16” OPEN END OR BOXHEAD WRENCH.
5. ON A MOVING BELT, TURN BOLT CLOCKWISE TO MOVE BELT AWAY FROM SIDERAIL WHERE ADJUSTMENT IS MADE. TURN COUNTER-CLOCKWISE TO MOVE BELT TOWARDS SIDERAIL WHERE ADJUSTMENT IS MADE.
6. ALTERNATE ADJUSTMENTS, IN HALF TURN INCREMENTS, TO ONE ADJUSTMENT BOLT & THEN TO OTHER. A SLIGHT ADJUSTMENT WILL CAUSE BELT MOVEMENT. DO NOT MAKE FURTHER ADJUSTMENT UNTIL COMPLETION OF EFFECT OF PREVIOUS ADJUSTMENT(S) ARE KNOWN.
7. AFTER ADJUSTMENT, RUN BELT CONTINUOUSLY FOR NOT LESS THAN 10 MINUTES TO MAKE CERTAIN TRACKING IS CORRECT. A BELT CAN BE MADE TO RUN CONTINUOUSLY BY REPEATEDLY BREAKING THE PHOTO EYE BEAM. ANOTHER METHOD TO MAKE BELT RUN CONTINUOUSLY IS BY SHUTTING OFF CHECK-STAND POWER AND PLACING A JUMPER BETWEEN PIN #4 & PIN#5 ON CIRCUIT BOARD.

FRONT CONVEYOR – RADIUS LANE - REFERENCE BELT TENSIONING SECTION Page 17

ACCESS MOTOR HEX HEAD TRACKING BOLTS BY REMOVAL OF COVER PLATE AT THE FRONT OF THE CONVEYOR. USE A 9/16” WRENCH TO ADJUST EITHER BOLT.

- 1 ON A MOVING BELT, TURN BOLT CLOCKWISE TO MOVE BELT AWAY FROM SIDERAIL WHERE ADJUSTMENT IS MADE; TURN COUNTER CLOCKWISE TO MOVE BELT TOWARDS SIDERAIL WHERE ADJUSTMENT IS MADE.

BELT TRACKING – continued

2 MAKE ALTERNATE ADJUSTMENTS IN HALF TURN INCREMENTS TO ONE BOLT & THEN THE OTHER. SLIGHT ADJUSTMENT WILL CAUSE BELT MOVEMENT. DO NOT MAKE SUBSEQUENT ADJUSTMENTS UNTIL COMPLETION OF EFFECT OF PREVIOUS ADJUSTMENT(S) ARE KNOWN.

3 IF SATISFACTORY BELT ALIGNMENT CAN NOT BE ACHIEVED BY ADJUSTMENT OF MOTOR, BELT TRACKING & ADJUSTMENTS MUST BE MADE AT THE IDLER.

4 MINOR TRACKING ADJUSTMENTS TO FRONT CONVEYOR BELT ARE MADE BY ADJUSTMENT OF IDLER ROLLER AT RIGHT REAR OF FRONT CONVEYOR. ACCESS TO ADJUSTMENT BOLT IS BY REMOVAL OF IDLER ROLLER COVER PANEL ON RIGHT SIDE OF CONVEYOR, BELOW AND TO REAR OF CONVEYOR SWITCHES.

5 FIRST, LOOSEN LOCKING NUT WITH A 9/16” WRENCH. WITH CONVEYOR RUNNING, TURN THE 9/16” HEX HEAD BOLT CLOCKWISE TO DRAW BELT CLOSER TO CASHIER SIDE OF CONVEYOR; TURN COUNTER CLOCKWISE TO MOVE BELT TOWARDS CUSTOMER SIDE OF CONVEYOR. SLIGHT ADJUSTMENT WILL CAUSE BELT MOVEMENT. DO NOT MAKE SUBSEQUENT ADJUSTMENTS UNTIL COMPLETION OF EFFECT OF PREVIOUS ADJUSTMENT(S) ARE KNOWN.

6 WHEN PROPER TRACKING HAS BEEN ACHIEVED, CHECK ALIGNMENT BY RUNNING BELT CONTINUOUSLY FOR 10 MINUTES AFTER LAST ADJUSTMENT, TIGHTEN SHORTER BOLT TO MOTOR, AND REPLACE MOTOR ACCESS PANEL.

DUAL BELT SYSTEMS – CASSETTE

REFERENCE BELT TENSIONING SECTION PAGE 17

PROCEDURE TO ADJUST REAR BELT TRACKING IS SIMILAR TO FRONT CONVEYOR BELT ADJUSTMENT PROCEDURE.

TO MAKE CASSETTE BELT RUN CONTINUOUSLY THE FRONT CONVEYOR PHOTO EYE BEAM MUST BE BROKEN BEFORE ELAPSED REAR BELT TIMEOUT. FOLLOW PROCEDURES DESCRIBED IN FRONT CONVEYOR BELT TRACKING INSTRUCTIONS.

1 ACCESS ADJUSTMENT BOLTS BY LIFTING THE CASSETTE FROM THE CABINET AND SETTING IT ON THE REAR DECK. BE SURE TO PLACE PROTECTION BETWEEN THE CASSETTE & THE CABINET DECK SO THE DECK WILL NOT BE SCRATCHED.

2 TO MOVE BELT CLOSER TO SIDE AT WHICH ADJUSTMENT IS MADE, USE A 9/16” WRENCH AND TURN LONGER ADJUSTMENT BOLT COUNTER CLOCKWISE. IN ORDER TO CAUSE BELT TO MOVE AWAY FROM SIDE WHERE ADJUSTMENT IS MADE, MOVE SHORTER BOLT AT REAR OF MOTOR OUT OF THE WAY BY TURNING CLOCKWISE, AND THEN TURN LONGER ADJUSTMENT BOLT CLOCKWISE.

BELT TRACKING – continued

3 IF SATISFACTORY BELT ALIGNMENT CAN NOT BE ACHIEVED BY ADJUSTMENT AT THE MOTOR END OF THE, ADJUSTMENT CAN BE MADE AT THE IDLER END.

4 ON A MOVING BELT, TURN HEXHEAD BOLT CLOCKWISE TO MOVE BELT AWAY FROM STAINLESS STEEL TRIM ON SIDE WHERE ADJUSTMENT IS MADE. TURN HEXHEAD BOLT COUNTER CLOCKWISE TO MOVE BELT TOWARDS STAINLESS STEEL TRIM SIDE WHERE ADJUSTMENT IS MADE.

5 ALTERNATE ADJUSTMENTS, IN HALF TURN INCREMENTS, TO ONE ADJUSTMENT BOLT & THEN THE OTHER. A SLIGHT ADJUSTMENT WILL CAUSE BELT MOVEMENT. DO NOT MAKE FURTHER ADJUSTMENT UNTIL ALL EFFECTS OF PREVIOUS ADJUSTMENTS ARE KNOWN. AFTER ADJUSTMENT, RUN BELT CONTINUOUSLY FOR NOT LESS THAN 10 MINUTES TO MAKE CERTAIN TRACKING IS CORRECT.

6 WHEN SATISFIED, CHECK ALIGNMENT BY RUNNING BELT CONTINUOUSLY FOR 10 MINUTES AFTER LAST ADJUSTMENT. TIGHTEN SHORTER BOLT TO MOTOR & REPLACE RETURN REAR OF CASSETTE TO ORIGINAL POSITION.

DUAL BELT SYSTEMS – RETRACTABLE REAR BELT

REFERENCE BELT TENSIONING SECTION PAGE 17

Procedure to adjust rear Belt tracking is similar to front conveyor belt adjustment procedure. To make cassette belt run continuously the front conveyor photo eye beam must be broken before elapsed rear belt timeout. Follow procedure described in Front Conveyor Belt Tracking Instructions. Be sure to place protection between the cassette & the cabinet deck so the deck will not be scratched.

1 TO ACCESS MOTOR FOR TRACKING ADJUSTMENT, THE BELT ASSEMBLY IS REMOVABLE FROM THE RETRACTABLE CABINET BY LIFTING THE FRONT END AS THE BELT IS EXTENDED. PLACE THE CASSETTE ON THE REAR DECK.

2 TO MOVE BELT CLOSER TO SIDE AT WHICH ADJUSTMENT IS MADE, USE A 9/16" WRENCH & TURN LONGER ADJUSTMENT BOLT COUNTER CLOCKWISE. IN ORDER TO CAUSE BELT TO MOVE AWAY FROM SIDE WHERE ADJUSTMENT IS MADE, MOVE SHORTER BOLT AT REAR OF MOTOR OUT OF THE WAY BY TURNING CLOCKWISE, AND THEN TURN LONGER ADJUSTMENT BOLT CLOCKWISE.

3 IF SATISFACTORY BELT ALIGNMENT CAN NOT BE ACHIEVED BY ADJUSTMENT AT THE MOTOR END, THEN ADJUSTMENT CAN BE MADE AT THE IDLER END.

4 REMOVE THE 7/8" NYLON PLUGS FROM THE FRAME. ON A MOVING BELT, TURN BOLT CLOCKWISE TO MOVE BELT AWAY FROM STAINLESS STEEL TRIM ON SIDE WHERE ADJUSTMENT IS MADE. TURN BOLT COUNTER CLOCKWISE TO MOVE BELT TOWARDS STAINLESS STEEL TRIM SIDE WHERE ADJUSTMENT IS MADE.

5 ALTERNATE ADJUSTMENTS, IN HALF TURN INCREMENTS, TO ONE ADJUSTMENT BOLT & THEN THE OTHER. A SLIGHT ADJUSTMENT WILL CAUSE BELT MOVEMENT. DO NOT MAKE FURTHER ADJUSTMENT UNTIL ALL EFFECTS OF PREVIOUS ADJUSTMENTS ARE KNOWN. AFTER ADJUSTMENT, RUN BELT FOR NOT LESS THAN 10 MINUTES TO MAKE CERTAIN TRACKING IS CORRECT.

BELT TRACKING – continued

6 WHEN SATISFIED, CHECK BELT ALIGNMENT BY RUNNING BELT CONTINUOUSLY FOR 10 MINUTES AFTER LAST ADJUSTMENT, TIGHTEN SHORTER BOLT TO MOTOR & REPLACE RETURN REAR OF CASSETTE TO ORIGINAL POSITION.

DUAL BELT SYSTEMS – DROP DOWN REAR BELT

REFERENCE BELT TENSIONING SECTION PAGE 17

1 TRACKING ADJUSTMENT PROCEDURES FOR DROPDOWN BELTS ARE SIMILAR TO FRONT CONVEYOR PROCEDURES. MOVE DROPDOWN TO UP POSITION. INSERT 5/32” HEX KEY OR 5/16” ALLEN KEY DRIVER INTO RECESSED HEAD OF ADJUSTMENT BOLT(S) THROUGH SLOTS ON BOTH SIDES OF THE DROP DOWN A FEW INCHES TO THE REAR OF THE IDLER ROLLER AT THE FRONT OF THE BELT.

2 TO MAKE CASSETTE BELT RUN CONTINUOUSLY THE FRONT CONVEYOR PHOTO EYE BEAM MUST BE BROKEN BEFORE ELAPSED REAR BELT TIMEOUT. FOLLOW PROCEDURE DESCRIBED IN FRONT CONVEYOR BELT TRACKING INSTRUCTIONS.

3 ALL ADJUSTMENTS HAVE THE REVERSE EFFECT OF SIMILAR ADJUSTMENTS MADE ON THE FRONT CONVEYOR. ON A MOVING BELT, TURING ADJUSTMENT BOLT CLOCKWISE WILL CAUSE BELT TO MOVE TOWARD THE SIDE WHERE ADJUSTMENT IS MADE. TURNING BOLT COUNTER CLOCKWISE WILL CAUSE BELT TO MOVE AWAY FROM SIDE WHERE ADJUSTMENT IS MADE.

4 AFTER COMPLETION OF TRACKING ADJUSTMENTS RUN DROPDOWN BELT CONTINUOUSLY FOR 10 MINUTES TO MAKE CERTAIN TRACKING IS CORRECT.

TRI-BELT SYSTEM – REAR CONVEYOR BELTS

REFERENCE BELT TENSIONING SECTION PAGE 17

1 TO MAKE THE LEFT OR REAR CONVEYOR BELT RUN CONTINUOUSLY EITHER THE FRONT CONVEYOR PHOTO EYE BEAM MUST BE BROKEN BEFORE ELAPSED REAR BELT TIMEOUT OR, THE CASHIER BELT OVERRIDE SWITCH LOCATED ON THE REAR ELECTRICAL CONTROL PANEL MUST BE PLACED IN THE “ON” POSITION. NOTE THAT EACH BELT HAS A CONTROL SWITCH.

2 CONVEYOR MOTOR SUPPORT BOLT ACCESS IS ACHIEVED BY THE REMOVAL OF 2 SCREWS ON THE MOTOR ACCESS PANEL ON THE CASHIER SIDE OF FRONT CONVEYOR. TO MOVE BELT CLOSER TO SIDE AT WHICH ADJUSTMENT IS MADE, USE A 9/16 WRENCH & TURN LONGER ADJUSTMENT BOLT COUNTER CLOCKWISE. TO CAUSE BELT TO MOVE AWAY FROM SIDE WHERE ADJUSTMENT IS MADE, MOVE SHORTER BOLT AT REAR OF MOTOR OUT OF THE WAY BY TURNING CLOCKWISE, & THEN TURN LONGER ADJUSTMENT BOLT CLOCKWISE.

3 IF SATISFACTORY BELT ALIGNMENT CAN NOT BE ACHIEVED BY ADJUSTMENT AT MOTOR END OF THE CONVEYOR, ADJUSTMENT CAN BE MADE AT THE IDLER END.

4 ACCESS THE (4) 9/16” HEX HEAD IDLER TRACKING BOLTS BY REMOVAL OF STAINLESS-STEEL CHUTE. ON A MOVING BELT, TURNING ADJUSTMENT BOLT CLOCKWISE WILL CAUSE BELT TO MOVE AWAY FROM SIDERAIL WHERE ADJUSTMENT IS MADE. TURNING COUNTER CLOCKWISE WILL CAUSE BELT TO MOVE TOWARDS SIDERAIL WHERE ADJUSTMENT IS MADE.

BELT TENSIONING

1 BELT TENSIONING SHOULD BE ACCOMPLISHED BY APPLYING THE MINIMUM TENSION OR STRETCH, SO THAT UNDER A FULL LOAD THE BELT STILL OPERATES WITHOUT SLIP.

1.1 FULL LOAD = 75 LBS ON UNITS UP TO 8 FEET, AND 100 LBS ON UNITS OVER 8 FEET

1.2 RECOMMENDED BELT STRETCH IS 0.25% TO 0.50%

1.3 VERIFY BY USING A TAPE MEASURE

2 APPLYING TOO MUCH TENSION OR STRETCH WILL RESULT IN MOTOR FAILURE, IDLER FAILURE AND/OR BELT TRACKING PROBLEMS.

3 IT IS CRITICAL THAT THE MOTOR IS FIXED SQUARE INSIDE THE UNIT PRIOR TO STRETCHING THE BELT WHILE TRACKING.

BELT TENSIONING PROCESS

1 MAKE TWO MARKS ON THE BELT WITH EITHER CHALK OR MASKING TAPE. THE DISTANCE BETWEEN THE TWO MARKS MUST BE 800mm

2 START TO TIGHTEN THE IDLER BOLTS EVENLY SO THAT SLIGHT TENSION IS APPLIED TO THE BELT, JUST ENOUGH SO THAT THE CONVEYOR CAN BE TURNED ON, BUT NOT TOO MUCH AS NOT TO STRETCH THE BELT.

3 TURN THE POWER ON & ADJUST THE MOTOR END FIRST SO THE BELT RUNS EVENLY BETWEEN THE SIDEWALLS.

4 AFTER THE BELT IS CENTERED ON THE MOTOR END, LOCK THE MOTOR IN PLACE BY TIGHTENING THE TWO ADJUSTMENT BOLTS SO THE MOTOR WILL NOT MOVE.

5 IF ADDITIONAL ADJUSTMENTS ARE NEEDED TO THE MOTOR, PLUS (+) OR MINUS (-) ONE FULL TURN OF THE ADJUSTMENT BOLTS IS ALLOWED. HOWEVER, MORE THAN ONE FULL TURN MAY CAUSE DAMAGE TO THE MOTOR OR THE IDLER.

6 MOVE TO THE FRONT OF THE CONVEYOR & BEGIN STRETCHING THE BELT EVENLY BY TIGHTENING THE IDLER BOLTS EVENLY SO THE BELT IS TRACKING IN THE CENTER. (ALWAYS TRY TO DECREASE TENSION OPPOSITE THE SIDE THE BELT IS TRACKING TOWARD. THIS WILL ENSURE TOO MUCH TENSION OR STRETCH IS NOT APPLIED).

7 AFTER THE BELT IS TRACKED TURN THE POWER OFF & MEASURE THE DISTANCE BETWEEN THE TWO MARKS ON THE BELT.

8 THE ALLOWABLE DISTANCE BETWEEN THE TWO MARKS IS A RANGE OF 802mm-804mm

9 IF THE DISTANCE BETWEEN THE TWO MARKS IS GREATER THAN 804mm THEN WHILE MAINTAINING TRACKING LOOSEN THE BELT UNTIL IT IS WITHIN THE TOLERANCE.

10 IF THE DISTANCE BETWEEN THE TWO MARKS IS LESS THAN 802mm THEN WHILE MAINTAINING TRACKING TIGHTEN THE BELT UNTIL IT IS WITHIN THE TOLERANCE.

TROUBLE SHOOTING

Similar Trouble Shooting Procedures apply to all Pan-Oston check-stands. Except when a malfunctioning motor is involved, power either gets to the motor and causes it to run or it does not.

On Pan Oston check-stands, regardless of style or number of conveyor belts, both regular and dedicated power enters the check-stand at the front conveyor. Each checkout is shipped with Electrical drawings(s) taped to the cover of electrical control box.

*****WARNING*****

TURN OFF CHECK-STAND POWER WHEN REPLACING COMPONENT PARTS.
DO NOT MAKE FIELD WIRING CONNECTIONS TO ELECTRICAL CONTROL BOX.

FRONT CONVEYOR – Power related responses

1. Belt Control Switch in “ON” position?
2. 2.5A Circuit breaker in control box tripped? Push plunger to reset. If not tripped, Turn OFF check-stand power, remove electrical control box cover, disconnect, and check circuit breaker with Ohmmeter.
3. With Electrical control box cover removed, check for loose wires to circuit board, circuit breakers, switches, etc.
4. If present, check scanner trim. If too tight, can stop belt and trip breaker. Look for wedged product under debris diverter.
5. Power Switch on side of control box in ON Position?
6. Check that power switch in check-stand control panel is in ON Position. Even though it appears to be, circuit breaker may be tripped. To reset breaker, switch to OFF and back to ON Position
7. On models with Photo eye belt control, check that belt has not TIMED OUT, Move belt switch to OFF and back to ON position. When operating correctly, power is furnished to motor for 24 seconds.
8. Remove Electrical control box cover and check for power to Check-stand. Check for 115 volts through ON-OFF Switch and between circuit board pins #1 & #2. On larger circuit board if more than (1) present.
9. Bad capacitor? Replace if motor starts when both sides of belt are simultaneously pulled in normal direction of travel with the belt control switch in the ON Position.
10. Turn off Check-stand Power and check belt control switch for loose connection. Check switch with Ohmmeter. Disconnect white lead from circuit board pin #4. There will be voltage on lead when all switches are in ON Position.

TROUBLE SHOOTING – continued

DUAL BELT, REAR CONVEYOR – Power related responses

1. Belt Control Switch(s) in ON Position?
2. Check that leads in flexible armored cable leading to the rear conveyor are properly connected to terminal block in front conveyor electrical control box.
3. Retractable and drop-down models have additional cut off switches in the rear cabinet. Power is furnished to rear conveyor motors only when moveable position of conveyor assembly is in proper position to receive power. On retractable models, belt must be in EXTENDED Position. On drop down models, belt must be in UP Position.
4. Bad Capacitor? Replace if motor starts when both sides of belt are simultaneously pulled in normal direction of travel with the belt control switch in the ON Position.
5. Check rear conveyor circuit breaker in control box. If TRIPPED, push plunger to reset. If NOT TRIPPED, turn off check-stand power, remove electrical control box cover, Disconnect, and check circuit breaker with Ohmmeter.
6. With electrical control box cover removed, check for loose wires to circuit board, circuit breakers, switches etc.
7. On models with photo-eye belt control, check that belt has not TIMED OUT, move all belt switches to OFF and back to ON Position. Or with all switches ON, block and unblock front conveyor photo eye. Rear belt will run for varying length of time determined by potentiometer setting on smaller of (2) circuit boards in control box.
8. To determine if malfunctioning photo eyes are causing denial of power to rear conveyor, turn off check-stand power and jumper pin #19 to pin #25 on smaller circuit board. If, at initial restoration of power, rear motor runs, check photo eye responses later in this manual.
9. If rear belt is inoperative, after checking above, check voltage at terminal block, back through circuit breaker to pin #17. If voltage present, smaller circuit board and rear belt switch is Okay.

TRI-BELT, REAR CONVEYORS – Power related responses

1. The above responses for dual belt systems are appropriate. The major difference is that power routing from front conveyor to rear belt motor(s) is controlled by a switch in a product diverter bar, and a plug-in relay that controls which rear conveyor is powered, dependent on diverter bar position. Problem is not with power delivery to rear cabinet if either left or right rear belt operates properly.
2. Pull out Electrical control drawer and check for loose wires to the circuit board, circuit breakers, switches, etc.
3. Check breakers for each Rear conveyor belts are located at the back of the electrical control drawer. If either rear belt is inoperative, check appropriate circuit breaker. If TRIPPED, push plunger to reset. If NOT TRIPPED, turn off check-stand power, Disconnect, and check circuit breaker with Ohmmeter.

TROUBLE SHOOTING – Continued

4. Bad capacitor? Replace if motor starts when both sides of belt are simultaneously pulled in normal direction of travel.
5. Press momentary customer belt advance switches at the rear of the check-stand to bypass diverted bar and rear conveyor photo eyes. If belt operates, there is no problem with power.
6. Diverter Bar responses – if diverter bar movement fails to activate alternate rear conveyor, check switch at front center of rear conveyor cabinet. Problem could be positioning of PVC bar relative to switch. Move diverter bar and see if switch can be made operative by hand. When switch is operating a “CLICK” can be heard inside the electrical control box.

FRONT CONVEYOR – Motor related responses

1. If available, plug a footswitch into receptacle, centered at bottom of electrical control box or turn off checkout power and jumper pin#4 to #5 on larger circuit board. Turn checkout power on. Front conveyor motor is okay if it runs with depressed foot control or with jumper in place.
2. Check belt tension. If inadequate, belt could be SLIPPING with motor running. Turn belt control switch OFF and ON to restart timing cycle. To eliminate SLIPPING, increase belt tension.
3. With all switches on, check voltage between pins #3 & #7 on larger circuit board. If 115 v is present, check wiring to motor.
4. If 115 v. present between pins #3 & #7 but motor still inoperative, turn off power, disconnect all motor leads, and check for high resistance to ground on all but green motor leads. Before considering motor replacement, test for bad capacitor. Capacitor is bad if motor starts when both sides of belt are simultaneously pulled in normal direction of travel.
5. Before removal of installed motor, test replacement. Turn off check-stand power and temporarily connect replacement motor leads to pins #3 & #7 & #5 on larger circuit board. If replacement motor responds to momentary restored power, turn OFF power and replace installed motor.

DUAL BELT, REAR CONVEYOR – Motor related responses

1. Check steps enumerated in **POWER** response section to determine that switches, photo eyes, and any other rear power controls are set so that rear conveyors will be receiving power.
2. If motor is inoperative, turn OFF Power and isolate problem to rear motor by jumpering pin #19 & #25 on smaller circuit board. With all switches in ON Position and timing cycle restarted, AC volt meter will read 115 volts on pin #16. If voltage present, check wiring to terminal block and through flexible armored cable to 10mfd capacitor to rear motor.
3. If 115v is present on pin #16 and motor is still inoperative, turn OFF power, disconnect motor leads from terminal block and check for high resistance to ground on all motor leads except green. Before considering motor replacement, test for bad capacitor. Capacitor is bad if motor starts when both sides of belt are simultaneously pulled in normal direction of travel with power switch in the ON Position

TROUBLE SHOOTING – Continued

4. Before removal of installed motor, test replacement. Turn OFF check-stand power, disconnect installed motor leads and temporarily connect replacement motor to cassette terminal block. If replacement motor responds to momentary application of power, turn OFF check-stand power and replace installed motor.

TRI-BELT, REAR CONVEYOR – Motor related responses

1. With momentary customer belt advance switch at the rear of the check-stand depressed, and with diverter bar positioned to send power to conveyor motor to be tested, check voltage at motor lead connections at terminal block in rear conveyor electrical control drawer.

2. If 115v present on leads to motor and motor is still inoperative, turn OFF Power, disconnect motor leads from terminal block and check for high resistance to ground on all motor leads, except green. Before considering motor replacement, test for bad capacitor. Capacitor is bad if motor starts when both sides of belt are simultaneously pulled in normal direction of travel.

3. Before removal of installed motor, test replacement. Turn OFF check-stand power, disconnect installed motor and temporarily connect replacement motor to rear conveyor block. If replacement motor responds to momentary application of power, turn OFF check-stand power and replace installed motor.

FRONT CONVEYOR – Photo-Eye related responses

1. Check source (white) and/or detector (blue) lens. If dirty, clean with Q-tip and alcohol. Check for misalignment of source and detector.

2. Test with foot control or turn off power & place a jumper between pins #4 & #5 on larger circuit board if present. Turn Power ON. If motor runs, problem is with photo eyes, circuit board, belt control switch or connections to these components. Check for loose or broken connections in electrical control box.

3. At initial power turn ON with unobstructed photo eyes, a lit red light indicates that the eyes are okay. If red light is not lit, try increasing voltage to photo eyes by clockwise adjustment of potentiometer on larger circuit board with small screw driver.

4. Repeated short movement starts – if motor runs ½” or less on each start, belt tensioning needs to be increased as the belt is partially blocking, then unblocking, the eyes.

5. Photo eyes can be blocked by a mistracked belt that has moved to left or right and CLIMBED the sidewall in front of source or detector. Restart movement by pushing down on belt close to photo eyes source or detector. With belt moving make initial tracking adjustment to eliminate sidewall CLIMBING. To eliminate reoccurrence, retrack belt.

6. Testing installed photo eyes: with AC Power OFF, remove red wire from pin #13 of light source (white) from larger circuit board. Set meter range to R X 100 and connect positive meter lead to black wire on pin #14. From light source & negative meter lead to red wire. Meter will read approximately 2400 OHMS, When the leads are reversed, the reading will be infinity. If not, replace light source.

7. With AC Power OFF, remove red wire from pin #10 of detector (blue) from larger circuit board. Set

TROUBLE SHOOTING – continued

Meter range on R X 100 and connect positive meter lead to red wire on pin #10 of detector and negative meter lead to black wire on pin #9. The meter will read approximately 850 OHMS. When leads are reversed, the reading will be infinity. If not, replace detector.

TRI-BELT, REAR CONVEYOR – Photo-eye responses

1. Press momentary customer belt advance switches at the rear of the check stand to bypass rear conveyor photo eyes and diverter bar. If belt operates, there is no problem with power. Check for loose or broken connections in rear conveyor electrical control drawer.
2. Check source (white) & detector (blue) lens. If dirty, clean with Q-tip & alcohol. Check for misalignment of source and detector.
3. Set diverter bar for eyes to be tested. At initial power turn on with unobstructed photo eyes a lit red light on appropriate circuit board for preset interval indicates that the eyes are okay. If red light is not lit, try increasing voltage to photo eyes by clockwise adjustment of potentiometer on circuit board with a screwdriver.
4. Repeated short movement starts – if motor runs ½” or less on each start, belt tensioning needs to be increased as the belt is partially blocking the eye.
5. Photo eyes can be blocked by a mistracked belt that has moved to left or right and climbed the sidewall in front of source or detector restart movement by pushing down on belt close to photo eyes source or detector. With belt moving, make initial tracking adjustment to eliminate sidewall climbing. To eliminate reoccurrence, retrack belt.
6. Testing installed photo eyes: with AC power off, remove red wire from pin#13 of light source (white) from larger circuit board. Set meter range to R X 100 & connect positive meter lead to black wire on pin#14. From light source & negative meter lead to red wire. Meter will read approximately 2400 OHMS. When the leads are reversed, the reading will be infinity. If not, replace light source.
7. With AC power off, remove red wire from pin #10 of detector (blue) from larger circuit board. Set meter range on R X 100 and connect positive meter lead to red wire on pin #10 of detector & negative meter lead to black wire on pin #9. The meter will read approximately 850 LHMS. When leads are reversed, the reading will be infinity. If not, replace detector.
8. With power off, an easy way to check installed eyes is to disconnect & replace the (6) photo eye leads from appropriate circuit board in rear conveyor electrical power draw with leads from spare set. If belt operates when spare source & detector are hand aligned, problem is with installed photo eyes. Most probably they need cleaning or are misaligned.

FRONT CONVEYOR – circuit board responses

1. Look for slide on connectors that may have worked loose during shipment. Check wires for separation from slide on connectors.
2. If initial failure, check connections as shown on wiring diagram
3. When belt switch is ON, for approx. 24 seconds there will be 115 volts between pins #3 on the circuit if not, replace circuit board.

TROUBLE SHOOTING – continued

4. If belt continues to run and does not time out, reduce voltage to photo-eyes by counter clockwise adjustment of potentiometer on circuit boards. If motor continues to run, replace circuit board.

5. With the AC Power OFF, remove wires on pins #4, #5, and #6 of circuit board. Set the meter range to R X 10K. Connect meter leads to pins #4 and #5. Both ways will read infinity. If not, replace circuit board.

DUAL BELT – smaller circuit board responses

1. Follow steps #1 to #3 in FRONT CONVEYOR – CIRCUIT BOARD RESPONSES.

2. When power is first applied to the check stand, if all switches are in ON position, if the photo eyes are unobstructed, the lit red lights on the larger circuit board indicates that power has been sent to rear belt control switch and to smaller circuit board.

At this time there will be 115 volts on pin #16. If there is not, after making clockwise adjustment to potentiometer on smaller circuit board try again. If still no voltage, replace smaller circuit board.

TRI-BELT REAR CONVEYOR – circuit board responses

1. Before testing rear conveyor circuit board, all switches must be ON, divider must be set to desired position, rear conveyor photo eyes must be unobstructed and rear timeout period must not have elapsed.

2. When above conditions are met, the testing and responses for rear conveyor circuit boards are the same as those of FRONT CONVEYOR.

OTHER CONVEYOR PROBLEMS

1. GRINDING NOISE AT MOTOR: Probable cause – motor bearings or improper positioning of belt support tray adjacent to motor. Other than noise, evidence of problem is presence of metal particles. There is a BEND near the front end of the left side of the belt support tray, remove tray and increase BEND to prevent tray movement onto motor.

2. HIGH FREQUENCY SQUEAL: Probable cause – inadequate gap between debris diverter on scanner trim and conveyor belt. Squeal eliminated when proper gap is re-established.

MOTOR AND BELT REPLACEMENT

Motor is contained & sealed in driver roller and only maintenance possible is replacement. Motor replacement may not be necessary. Before replacement make checks described in Trouble shooting sections

*****WARNING*****

TURN OFF CHECK-STAND POWER WHEN REPLACING COMPONENT PARTS. DO NOT MAKE FIELD WIRING CONNECTIONS TO ELECTRICAL CONTROL BOX

FRONT CONVEYOR

- 1 Turn ON-OFF switch on control box to OFF position, unplug conveyor power source and/or turn off power to checkout at control panel.
- 2 With 5/16" Allen Key Driver turn both adjustment bolts counter clockwise to loosen belt. For models without access to adjustment bolts, remove the stainless-steel front-end cap and use a 9/16" wrench.
- 3 Remove Belt support tray(s)
- 4 Remove idler roller from plastic support brackets.
- 5 Remove motor access cover. Tighten short support bolt, on Scanner side of the motor, with a 9/16" wrench.
- 6 Loosen longer motor support belt
- 7 Remove motor from support and replace motor or belt.
 - A. If replacing belt, slip motor through new belt.
 - B. If replacing motor, disconnect motor wires to circuit board and circuit breaker and pull motor leads through flexible armored cable. Slip replacement motor through belt.
- 8 Before re-installation of original or replacement motor, make sure that end of motor shaft without power lead to be inserted into rectangular hole in conveyor sidewall on customer side of check-stand is turned so the other end of motor shaft with recessed hole is facing the longer motor support belt.
- 9 Tighten longer motor support bolt until end of the motor is pushed firmly against head of shorter support bolt that had been tightened prior to motor removal.
- 10 If replacing motor, run motor cable through flexible armored cable, attach slide on connectors, and connect to circuit board.
- 11 Repeat Steps #1 to #6 in reverse order
- 12 make certain there is clearance between motor leads and edge of conveyor belt
- 13 Properly retrack belt and adjust belt tension per Belt Tracking and Belt Tensioning instructions

MOTOR AND BELT REPLACEMENT - continued

DUAL BELT SYSTEMS – CASSETTE

1. Move ON-OFF Switch on Control box to **OFF** position or turn off power to checkout at control panel.
2. Remove scanner trim plate, disconnect cassette ground wire, loosen armored cable from front conveyor and lift cassette from rear cabinet. Cover rear cabinet deck to prevent scratching.
3. With 9/16” Socket turn both adjustment bolts counter clockwise to loosen belt. Remove belt support tray.
4. Remove idler roller from plastic support brackets.
5. Tighten short support bolt, on scanner side of the motor, with a 9/16” Wrench.
6. Loosen longer motor support belt
7. Remove motor from support and replace motor or belt.
 - A. If replacing belt, slip motor through new belt
 - B. If replacing motor, disconnect motor wires to connector block. Slip replacement motor through belt.
8. Before re-installation of original or replacement motor, make sure that end of motor shaft without power lead to be inserted into rectangular hole in cassette sidewall on customer side of check stand is turned so that the other end of motor shaft with recessed hole is facing longer motor support bolt.
9. Tighten longer motor support bolt until end of the motor is pushed firmly against head of shorter support bolt that had been tightened prior to motor removal.
10. If replacing motor, connect motor leads to cassette connections block.
11. Replace idler roller and belt support tray. Take slack out of belt by clockwise turning of adjustment bolts
12. Make certain there is clearance between motor leads and edge of conveyor belt.
13. Temporarily restore power and check motor operation. If okay, lower cassette to original position in rear cabinet.
14. Re-attach ground wire, re-install scanner trim plate and return all switches to the ON position.
15. Properly retrack belt and adjust Belt Tension per Belt Tracking and Belt Tensioning instructions

MOTOR AND BELT REPLACEMENT – continued

DUAL BELT SYSTEMS – RETRACTABLE REAR BELT

1. Move ON-OFF Switch on Control box to **OFF** position and/or unplug conveyor power source or turn off power to checkout at control panel.
2. To remove retractable belt assembly from cabinet, disconnect leads from motor to rear electrical control box, and slide belt assembly forward to extended position while lifting the front of assembly. Supporting rollers on assembly will move through openings in support track and permit removal of assembly.
3. With 9/16” Socket or 5/16” Allen Key Driver turn both adjustment bolts counter clockwise to loosen belt. Remove belt support tray.
4. Continue procedure by following steps #4 through #15 above that detail procedure for cassette belt replacement.
5. If belt fails to shut off when assembly is retracted into rear cabinet, check alignment of momentary switch and strike plate at rear of assembly.

DUAL BELT SYSTEMS – DROP DOWN REAR BELT

1. Move ON-OFF switch on control box to **OFF** position or turn off power to checkout at control panel.
2. Move drop down belt to lowered position to provide some slack. Slack may also be obtained by adjusting tracking bolts to reduce belt tensioning.
3. Replacement belts are seamed with a nylon lacing pin. If replacing a seamless belt, cut across undamaged portion of existing belt at a right angle. **DO NOT REMOVE EXISTING CUT BELT**. Carefully align and tape edge of replacement belt to forward edge of cut belt. If replacing a seamed belt, **DO NOT CUT BELT**. Instead, remove nylon lacing pin from damaged belt, separate belt, and insert lacing pin through forward lacing on damaged belt and rear lacing of replacement belt.
4. Temporary “mating” of damaged and replacement belts, the replacement belt can be properly positioned by restoration of power while carefully guiding replacement belt around motor and idler roller.
5. When replacing a motor, follow Steps #1 and #2 Above

6. Undo anchor bolts at motor end of fixed chassis, and leaving gas spring(s) attached, lift the rear of the fixed chassis to access motor or support bolts.
7. Tighten short support bolt, on scanner side of the motor, with a 9/16” wrench.
8. Loosen longer motor support belt
9. Remove motor from support and disconnect motor wires to connector block. Slip replacement motor through belt.
10. Before re-installation of original or replacement motor, make sure that end of motor shaft without power cable is inserted into rectangular hole in sidewall on customer side of check-stand is turned so that the other end of motor shaft with recessed hole faces longer motor support bolt.
11. Tighten longer motor support bolt until end of the motor is pushed firmly against head of shorter support bolt that had been tightened prior to motor removal.
12. Reconnect motor leads to cassette electrical connection block.
13. Make certain there is clearance between motor leads and edge of conveyor belt.
14. Temporarily restore power and check motor operation. If okay, re-store fixed chassis to original position and replace anchor bolts.
15. After motor and/or Belt replacement, properly retrack belt and adjust Belt Tension per Belt Tracking and Tensioning instructions.

TRI-BELT SYSTEM – REAR CONVEYOR BELTS

Motor and/or belt replacement procedures for rear conveyor belts are similar to front conveyor procedures.

1. Move ON-OFF Switch on control box to **OFF** position and/or unplug conveyor power source or turn off power to checkout at control panel.
2. Remove Stainless steel chute to access 9/16” hex head tracking and adjustment and tensioning bolts.
3. With 9/16” wrench or socket turn bolts counter clockwise to loosen belt. Remove belt support trays.
4. Remove idler roller from tensioning brackets.

5. Access rear motor support bolts by removal of motor access panel at left and/or right rear of rear conveyor cabinet. Tighten short support bolt, on scanner side of the motor with a 9/16" wrench.
6. Loosen longer motor support belt.
7. Remove motor from support and replace belt and/or motor.
8. If replacing motor only, slip motor through new belt. Before repeating Steps #1 through #7 in reverse order, proceed to Steps #10 and #16.
9. If replacing motor, disconnect motor wires in rear conveyor power drawer. If present, pull motor leads through conduit.
10. Recessed hole in the other end of the motor shaft faces the longer motor support bolt.
11. Replace motor and/or belt and slip motor through belt.
12. Tighten longer motor support bolt until end of motor is pushed firmly against shorter support bolt.
13. Run motor cable through cable supports and make proper connections in rear conveyor power drawer. Check that motor wires are clear of moving belts.
14. Replace idler roller and belt support tray (2)
15. Set belt tension by clockwise turning of adjustment bolts.
16. Return power switches to the **ON** positions. Re-track and re-tension belt per previous instructions covering these adjustments

MAINTENANCE & CLEANING

PAN-OSTON Check stands are designed for long, trouble free service. Nonetheless, it is necessary to perform certain operations regularly to maintain both pleasing appearance & continued good performance.

- 1 PRIMARY IMPORTANCE – BELT TRACKING. PERSONNEL WILL ADVISE MANAGEMENT OF CONVEYORS OPERATING WITH MISALIGNED BELTS. UPON ADVISEMENT, THE STORE MANAGEMENT NEEDS TO TAKE ACTION TO CORRECT CONDITION AS CONTINUED OPERATION OF A MISALIGNED BELT WILL DAMAGE THE BELT.

BELT TRACKING RESPONSIBILITY

BELT TRACKING IS FACTORY ADJUSTED AFTER CHECK-STANDS ARE LEVELED AT INSTALLATION. THE CONVEYOR MUST BE LEVELED TO RESTORE CORRECT BELT TENSION AND IF NECESSARY, TRACKING ADJUSTMENTS MUST BE MADE TO ALL BELTS. THIS IS THE RESPONSIBILITY OF THE CUSTOMER. DAMAGE TO CONVEYOR BELTS FROM OPERATION IN A MISALIGNED CONDITION IS NOT COVERED BY WARRANTY.

- 2 CAREFULLY CLEAN EACH CHECK-STAND AND/OR CABINET DAILY WITH A SOFT CLOTH OR BRUSH. NEVER USE A STIFF BRUSH, STEEL WOOL, METAL SCRAPER OR ANY OTHER ITEM THAT COULD SCRATCH THE FINISH.
- 3 WHERE CLEANOUT TRAYS ARE PRESENT, THEY NEED TO BE CLEANED ONCE A WEEK, MORE OFTEN IF NEEDED. LINE TRAYS WITH ALUMINUM FOIL TO MAKE THE JOB EASIER. ALL WET SPOTS & SPILLS NEED TO BE WIPED UP AS THEY OCCUR.
- 4 IF CHECK-STANDS ARE FURNISHED WITH PHOTO EYES, THE LENSES OF BOTH SOURCE & DETECTOR NEED TO BE CHECKED FOR DIRT AND CLEANED AS NEEDED. BEST WAY TO CLEAN IS TO USE A Q-TIP AND ALCOHOL.
- 5 BELT CLEANING: THE USE OF SOLVENTS OR ANY PRODUCT OTHER THAN MILD SOAP & WATER ON BELTS COULD VOID WARRANTY. EVEN VINEGAR AND WATER WILL EVENTUALLY BREAK DOWN THE PVC BELT COATING.
- 6 STAINLESS STEEL SURFACES: CLEAN DAILY WITH WINDOW CLEANER WITH AMMONIA, AND WIPE DRY OR WITH MILD SOAP AND WATER, FOLLOWED BY WATER RINSE AND WIPE DRY. WHEN CLEANING STAINLESS STEEL, ALWAYS RUB FOLLOWING POLISH LINES. NEVER USE ANY MATERIALS THAT MIGHT SCRATCH SURFACE.
- 7 PAINTED SURFACES: CLEAN AT LEAST ONCE A MONTH WITH A MILD SOAP & WATER, FOLLOWED BY RINSE. WHEN THOROUGHLY DRY, A GOOD QUALITY WAX MAY BE APPLIED TO PRESERVE THE ORIGINAL BEAUTY OF THE BAKED ENAMEL FINISH.
- 8 LAMINATE TOPS: EVERY DAY CLEANING – NEEDS NO MORE THAN A QUICK WIPE WITH A DAMP SPONGE. BASIC CLEANING-WASH SURFACE WITH MILD DISHWASHING LIQUID. USE A SOFT DISH CLOTH, RINSE WITH WATER & DRY WITH SOFT CLOTH.

- 9 NYLON CARPETED TOPS: BASIC CLEANING – LIQUID SPILLS NEED TO BE WIPED UP IMMEDIATELY WITH A CLEAN CLOTH. IF STAIN REMAINS, WASH SURFACE WITH MILD SOAP & RINSE WITH WATER.
- 10 KYDEX SURFACES: DAILY CLEANING – CLEAN WITH WINDOW CLEANER WITH AMMONIA & WIPE DRY. THIS IS A TEXTURED PLASTIC & WHEN DIRTY REQUIRES A SCRUB BRUSH AND A CLEANER SUCH AS FOLLOWED BY A RINSE & WIPE DRY. DO NOT CLEAN WITH ACETONE, NAIL POLISH REMOVER, PAINT OR LACQUER THINNER OR OTHER SIMILAR SOLVENTS.

PRE-OPENING CHECKS

ALTHOUGH FACTORY TESTED AND TRACKED, ADJUSTMENTS ON CHECKOUTS ARE REQUIRED BEFORE THEY ARE PUT INTO SERVICE.

- 1 SCANNER TRIM ADJUSTMENT – BEFORE TURNING BELT POWER ON, CHECK FOR PROPER ADJUSTMENT. SCANNER TRIM GAP IS FACTORY SET AT 1/64”, ABOUT THE THICKNESS OF A BUSINESS CARD. IF TIGHTENED TOO MUCH, IT COULD CAUSE DEBRIS DIVERTER ON TRIM TO BE DRAWN TOO CLOSE TO BELT AND CAUSE SQUEALING. IT COULD ALSO CAUSE CIRCUIT BREAKER TO BE TRIPPED OR CAUSE BELT DAMAGE. IF NOT DRAWN TIGHT ENOUGH, DEBRIS, INCLUDING CHEQUES, COUPONS, AND CURRENCY MAY PASS UNDER THE DEBRIS DIVERTER AND FALL INSIDE CONVEYOR.
- 2 TURN BELT CONTROL SWITCH OR SWITCHES TO “ON” POSITIONS. REFER TO ELECTRICAL OPERATION SECTION IN THIS MANUAL AND VERIFY THAT BELT(S) ARE RESPONDING TO SWITCHES AND PHOTO EYES.
- 3 CHECK BELT TRACKING AND TENSIONING. IF ADJUSTMENT IS NECESSARY, FOLLOW SUGGESTIONS IN BELT TRACKING AND BELT TENSIONING SECTIONS IN THIS MANUAL.

*****WARNING*****

CONTINUED OPERATION OF A MISALIGNED BELT CAN DAMAGE OR DESTROY THE BELT. COSTS OF BELT RETRACKING OR REPLACEMENT ARE NOT COVERED BY WARRANTY.

ADJUSTMENTS

CRITICAL

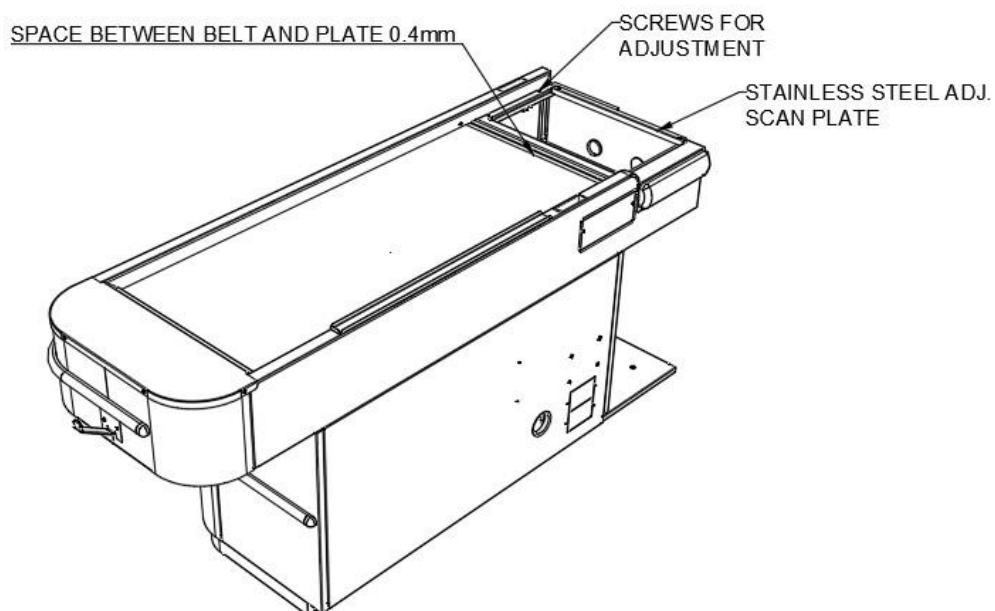
The stainless-steel scanner trim adjustment is very critical for proper installation. DO NOT install the scanner until the scanner trim ring is checked for proper adjustment. This scanner trim ring is located at the out take side of the conveyor. It is properly adjusted when the DEBRIS DIVERTER rests evenly and lightly on the conveyor belt. If this scanner ring is tightened too tightly, it could cause a high-pitched squeal as well as excessive belt wear. DO NOT leave the scanner trim ring too high. This could cause debris, greeting cards, and currency to fall into the conveyor area. This could also cause a problem with pinching if someone were to get a hand or finger in this area.

ADJUSTMENT

There are adjustment screws at all corners of the scanner trim ring. These will be adjusted so the DEBRIS DIVERTER rests evenly and lightly on the full width of the conveyor belt.

FACTORY ADJUSTMENT

These scanner trim rings are factory adjusted and under normal conditions the tolerance of the plates would not change during shipment.



SERVICE ADJUSTMENT

To ensure prompt service and satisfaction, the following procedures are recommended:

- 1 The Store manager is to contact his maintenance department, to establish whether warranty applies.
- 2 If warranty does apply, the maintenance department must obtain a service order number from Pan-Oston's Service Manager for authorization to proceed with repair.
- 3 When service is required outside the normal working hours, only that work necessary to ensure that the equipment is operational will be performed. Any further work is to be carried out during normal working hours unless it is more practical and economical to complete it during the same call.

Overtime service work must be done at the discretion of the store's maintenance department, who must obtain a service order number from Pan-Oston's Service Manager on the following day.

- 4 When service is completed. The work order is to be signed by store personnel, and an invoice forwarded to Pan –Oston. Any invoice submitted without a service order number will not be honored or paid.
- 5 All warranty parts will be invoiced to the store's maintenance department until the defective parts are returned for credit.
- 6 Warranty work covers a manufacturer's defect due to poor workmanship or the breakdown of a purchased item. It does not cover cleaning or other routine maintenance such as correcting belt tracking.
- 7 Once the warranty period is over, any repairs or replacements are the responsibility of the user.

LIMITED WARRANTY

To the Purchaser (non-transferable)

1. Pan-Oston warrants all new products to be free from defects in material and workmanship at the time of shipment.
2. In the event of any failure of this warranty, parts and equipment will be replaced without a charge for labour for a period of one year from the date of shipment under the following conditions only:
 - a) That the damage was sustained under normal use and service and was not due to exterior influences or operation beyond capacity;
 - b) That the products covered by this warranty were used only in conjunction with Pan-Oston approved parts;
 - c) That the Purchaser gives Pan-Oston immediate written notice of such defect or defects and that all faulty parts or equipment are returned to Pan-Oston with prior authorization from Pan-Oston; and
 - d) That any alteration or repair by others in such manner as in Pan-Oston's judgment materially and adversely affects the product shall void this warranty.
3. Pan-Oston's obligation under this warranty is expressly limited to the repair and replacement obligations set forth in paragraphs 2 and in accordance with the stipulations set forth in this warranty. Pan-Oston makes no other warranty, express or implied, and makes no warranty of merchantability or fitness for a particular purpose. Pan-Oston's obligation under this warranty shall not include any transportation charges or costs of installation or any liability for special, direct, indirect or consequential damages of delay. Correction of nonconformities, in the manner provided above, shall constitute fulfillment of all liabilities of Pan-Oston, whether based on contract, negligence or otherwise with respect to or arising out of such products. In no event, whether in contract, in tort, under any warranty, or otherwise including, without limitation, the negligence of the company, its employees or agents, shall Pan-Oston be liable for any damages beyond the price of the faulty or defective parts and equipment.
4. No person, company or corporation is authorized to assume for Pan-Oston any other liability in connection with said products. Under no circumstances is Pan-Oston liable for damage resulting from faulty or improperly installed equipment or from misapplication beyond normal intended use of said equipment. There shall be no third-party beneficiary to any warranties set forth herein.
5. This constitutes the only warranty of the company and no other warranty or condition, statutory or otherwise, shall be implied.

BEFORE REQUESTING SERVICE

TO RESTORE A BELTED CHECKOUT TO SERVICE

Before requesting assistance from factory or service technician, most check stands can be quickly restored to service by making the following simple checks:

- 1 Check that the belt control switch is in the ON position.
- 2 Check that power switch in checkout electric control panel is in ON position. Even though it appears not to be, circuit breaker may be tripped. To reset breaker, move switch to OFF & then back to ON position.
- 3 If check stand utilizes a PIGTAIL, check that it is fully inserted in power pole or power supplying receptacle.
- 4 Check belt tensioning. If too loose, motor may run and time out without your awareness that it ran at all. Turn belt control switch OFF & then back to ON position. Listen carefully to determine if motor is running.

For Models with Circuit Breaker or Fuse in Electric Control Box:

- 5 Check that the circuit breaker in electrical control box is not tripped? If tripped, push plunger to reset. If model is equipped with replaceable fuse, check fuse and replace if necessary. If this restores operation, check belt tensioning. If tension is too great, reduce, as this can cause excessive current flow.
- 6 While checking to see if circuit breaker is tripped, check that main check stand power switch on the side of the electrical control box is in the ON position.

For Models with Automatic Photo Eye Belt Control:

- 7 Check that belt has not timed out. With photo eyes unobstructed, see if belt restarts when belt control switch is moved to OFF and then back to ON position.
- 8 Check that photo eyes are not dirty, are visible through apertures, and that apertures are not partially blocked by a mistracked belt. If dirty, clean with alcohol and a Q-tip.

For Models with Adjustable Lay-Aside Plate

- 9 Check adjustment of layaside plates at front and/or rear of belt. If too tight, can stop belt and trip breaker, blow fuse or trip switch in main control panel. Look for wedged product under layaside plate or PVC debris diverter if so equipped.
- 10 Belt tracking and tensioning. Ensure the belts are properly tracked & tensioned. Refer to pages 13-17 of this manual for belt tracking adjustments and page 17 of this manual for belt tensioning adjustments.

NOTE: AFTER INSTALLATION, THE ITEMS ABOVE ARE THE RESPONSIBILITY OF THE CUSTOMER AND ARE NOT COVERED UNDER PAN-OSTON WARRANTY

PAN-OSTON SERVICE DEPARTMENT - PETERBOROUGH, ONTARIO

Tel. 800-563-9182 info@panoston.ca

RETURNS GOODS POLICY

All sales for custom manufactured or purchased parts are final and they cannot be returned for credit. Custom manufactured or purchased parts include, but are not limited to, proprietary part/fixture orders, custom orders, parts or cabinets painted with a customer specified paint colour, roll-out orders, etc. We recommend you contact our Service Dept., prior to shipping the parts back to determine if your parts are custom.

Purchased or common manufactured parts will be considered for return. Purchased or common parts include, but are not limited to, plexi security shields, photo-electric belt control, standard cheque writing shelf, etc.

Returns are subject to the following terms:

1. All items must be returned PREPAID to Pan-Oston within 60 days of shipping.
2. Prior to returning parts, you must contact Pan-Oston Service and request a returned goods authorization (RMA) number.
3. An explanation for the return must be provided at this time.
4. All packages and paper work must be clearly marked with the RMA number.
5. Returned merchandise must be in new and resaleable condition.
6. Returns will not be accepted after 60 days from the date of the original sale.
7. A re-stocking fee of \$65 or 25% of the part value will apply whichever is less. Pan-Oston agrees to credit the customer the original invoice value less the re-stocking fee and less the original shipping cost.

PAN-OSTON SERVICE DEPARTMENT

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