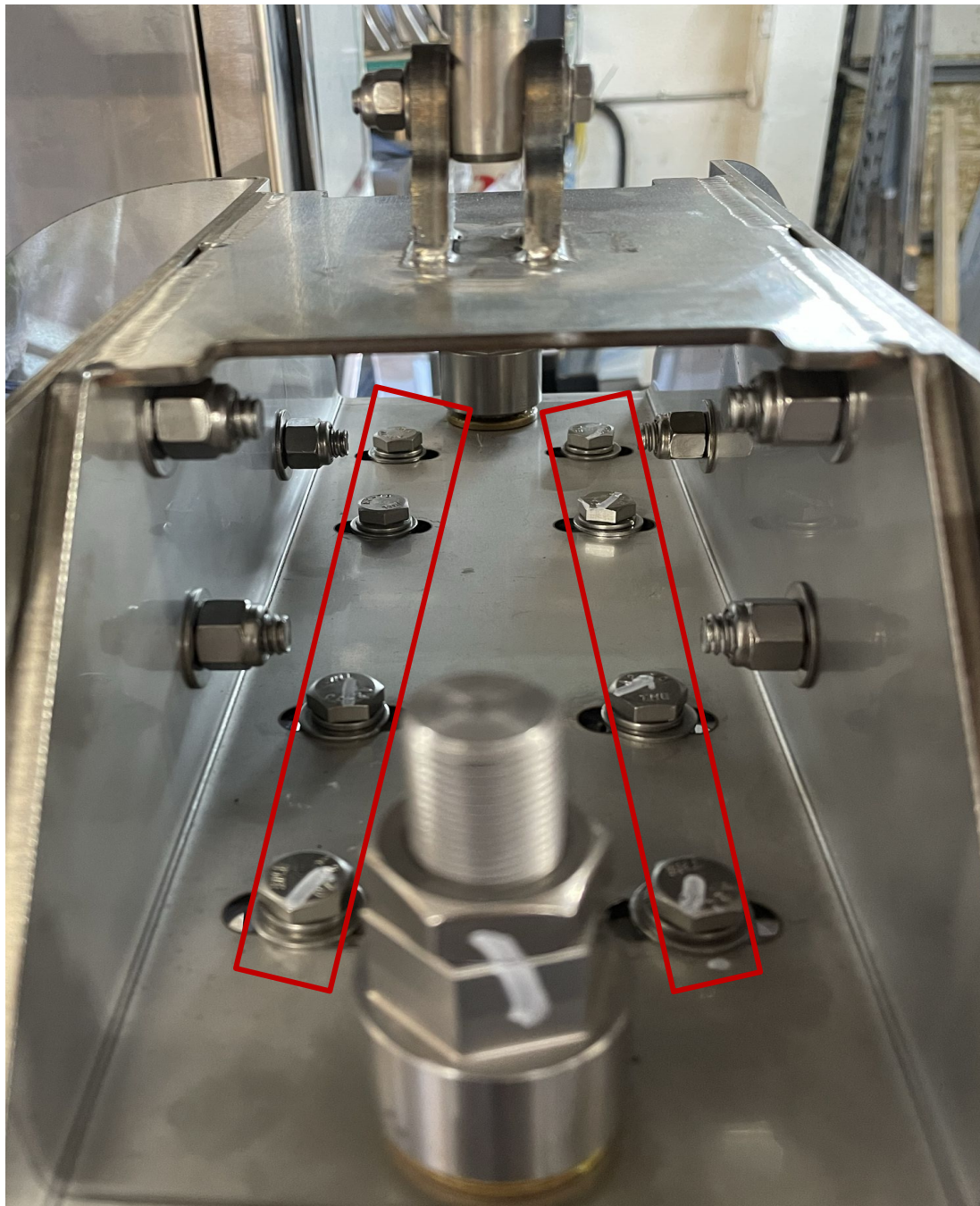




# **Fill Head Alignment**

**This guide is will assist you in alignment of the filler over the cans, whether they are standard, sleek or slim body cans alike.**

**When aligning the cans under the fill heads, we have 2 directions that we need to take into account. Lateral (left to right) and depth Front to back).**



If you are resetting the entire section, start by centering your fill head carriage. The upper bolts securing the fill head actuators are centered at the factory and are very rarely adjusted, especially when talking about can alignment. Alignment is set below the fill head carriage by using the adjustment points we will point out in this walk through as we go forward.

Before getting too far along, it is a good idea to have a reference point instead of moving things around blindly. Go to the valve operations screen. With a full set of cans under the fill heads, press vent to relieve the pressure in the fill head actuators. Once you do, pay very close attention to the cans as the heads come down, depending on which direction they shift, will give us our answer for what alignment measures need to be taken.

As an example, when the heads come down, if the cans shift to the left, the index screw needs to be laterally adjust backwards. If the cans drift forward toward the rails, the depth of the screw position is too far back.

**Using the +/- jog function in motor operation will allow us to align the cans laterally. Seat the cans in the pocket of the index screw and use the square of the fill head centering bell as your true to align underneath. Take your time, make small movements to get them perfect.**

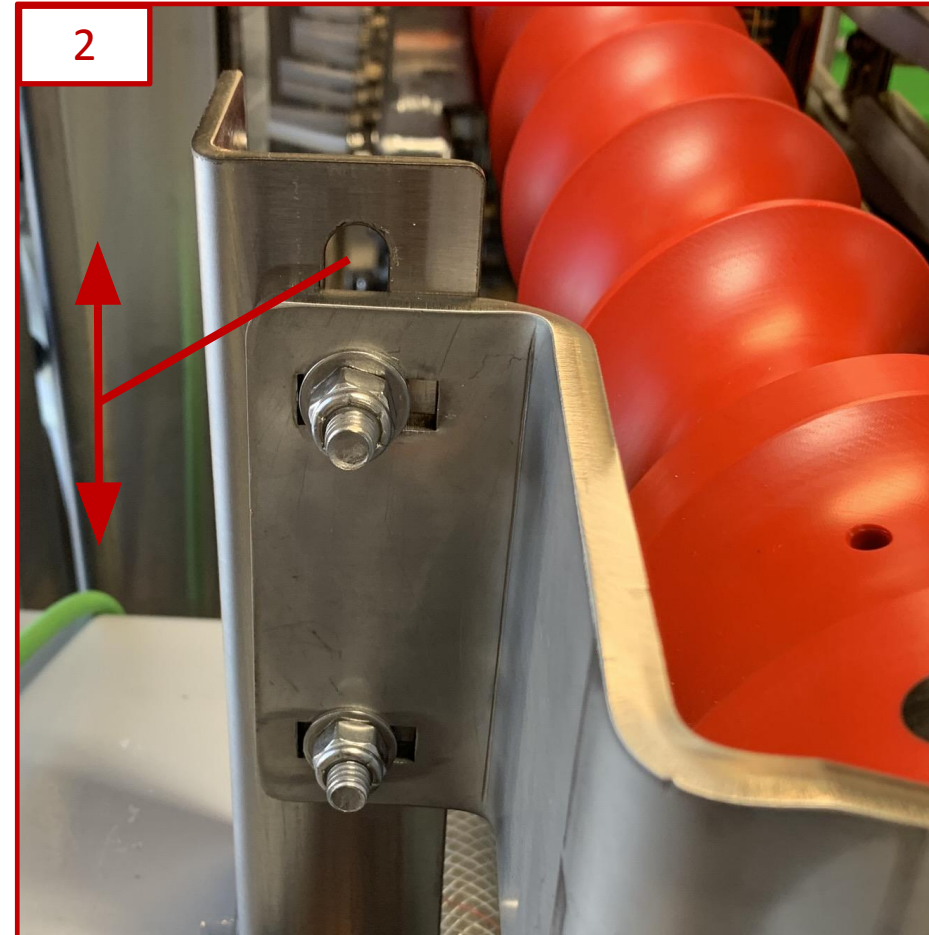
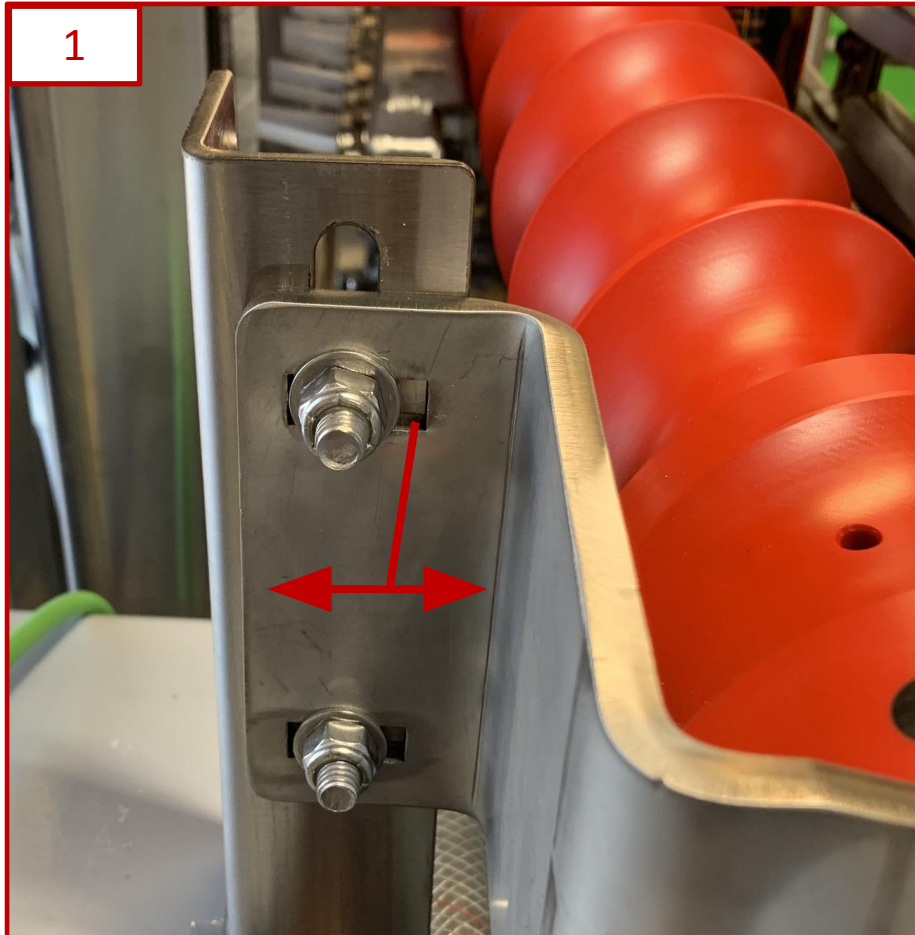
**As a side note, always align laterally using forward motion to ensure that if there is any play in the gearing of the indexing gearbox, it is removed during lateral alignment. i.e. if the cans need to be adjusted backwards, go too far back, and align the cans moving them with forward motion.**



When aligning the depth, or the cans from front to back, you are looking for a perfect center underneath the fill head centering bells. Looking through from both ends of the fill head carriage with the cans seated fully in the pocket of the index screw. Use the square of the centering bell for your assessment of true center.

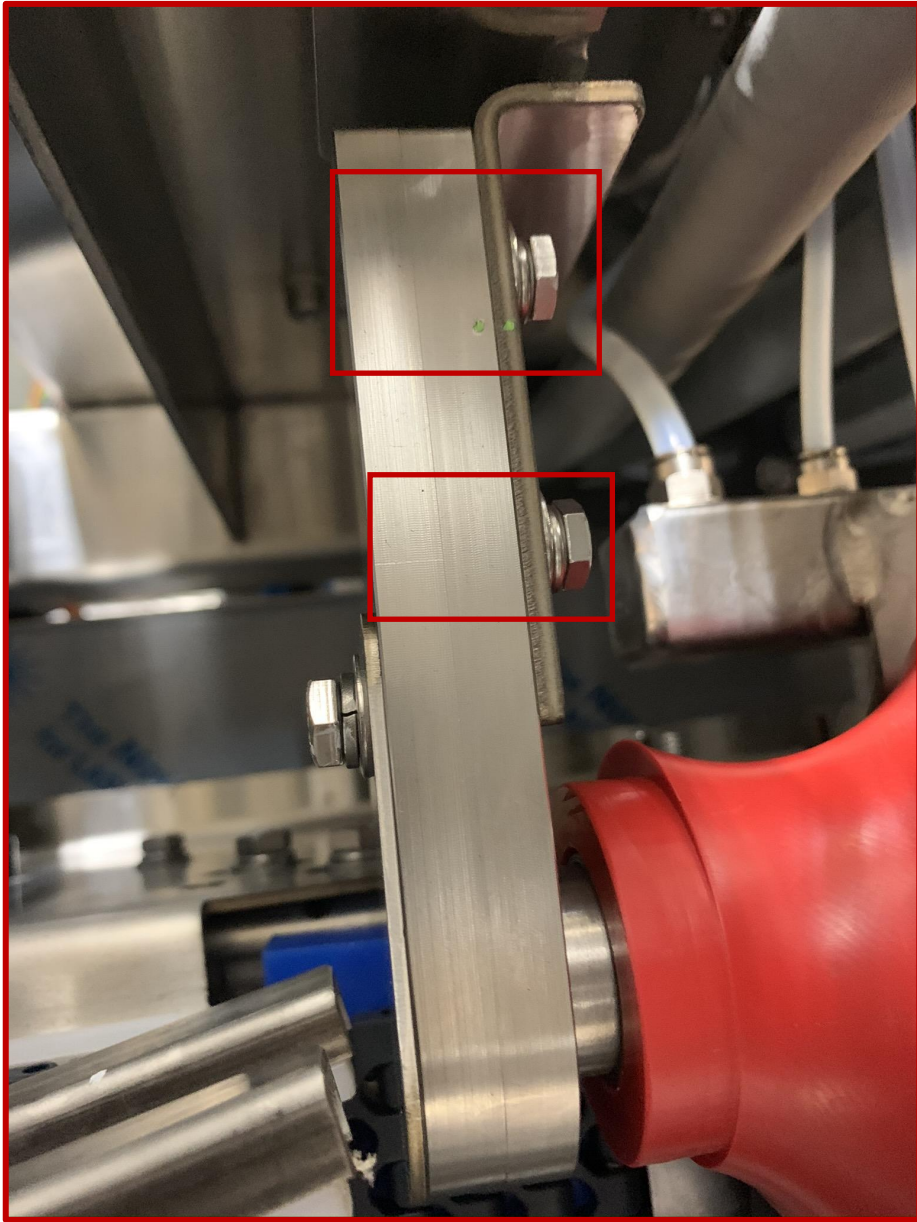


Adjust each side of the index screw until the cans are centered depth wise underneath the fill heads when looking down the row of cans. As the adjustment is made ensure the cans are gently pushed into the back of the screw pocket. The siderails may need to be opened if adjusting forward

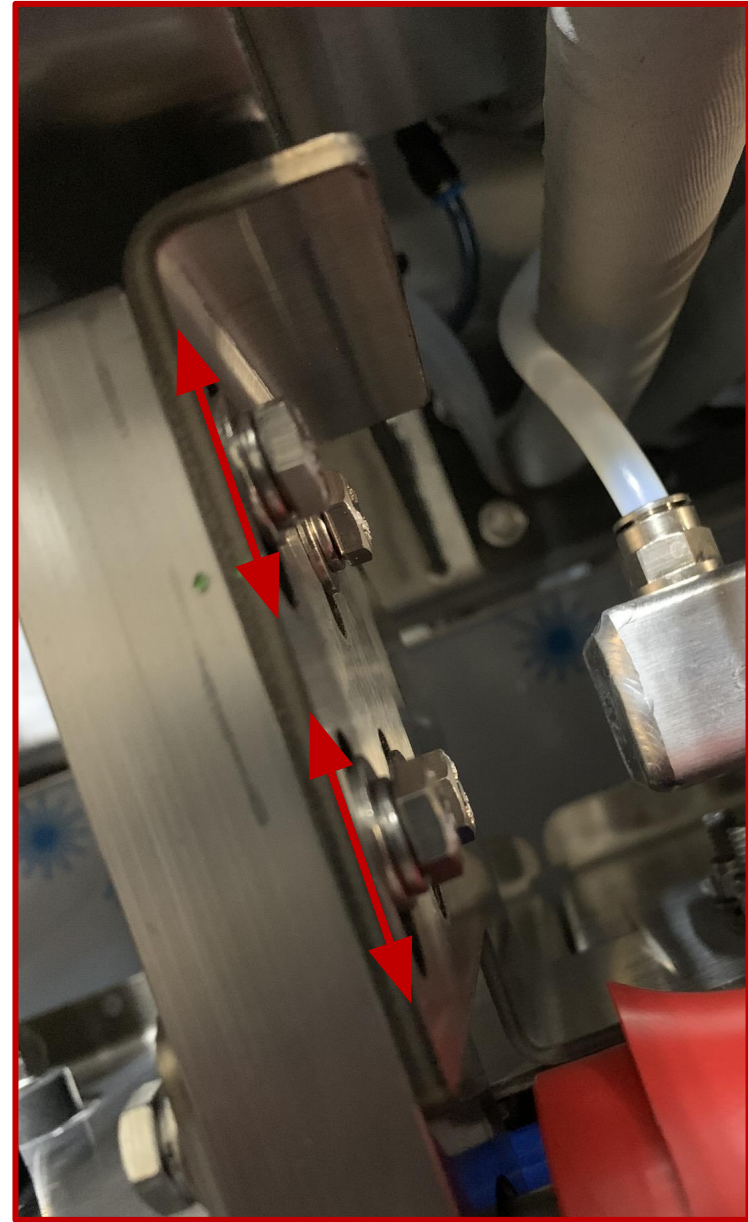


The bracket attaching the index screw to the frame [1] is slotted for depth, the frame holes [2] are slotted for up and down movement. The screw should sit around  $\frac{1}{8}$  of an inch above the transfer plate underneath the fill heads.





To adjust the depth of the index screw on the end closer to the seamer, break loose all four  $\frac{1}{4}$ -20 bolts that hold the tombstone bearing to the bracket. They are in slotted holes that allow you to slide the tombstone bearing front to back to align this side.





To set the side rails – they should be set in such a way that they are tight but don't impede the flow of the cans. I know what you're thinking, "what the hell does that mean?"

A great way to go about this is with the cans fully seated in the screw pockets, bring the rails in to just slightly kiss the can with contact, then back off to allow daylight between the can and rail.

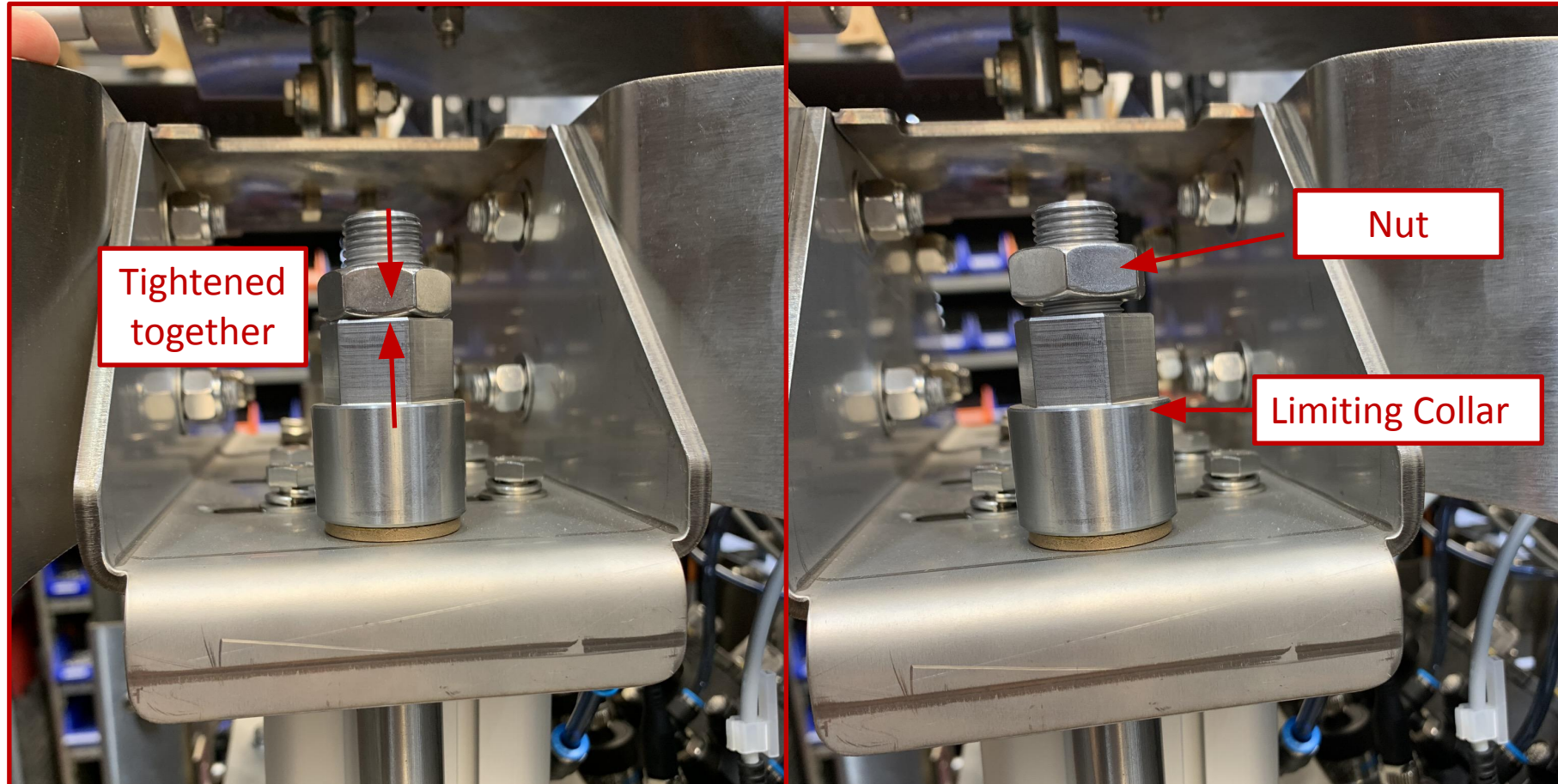
When the rails are too tight, cans will pop up during index, too far out, they will land off center.



Set the load on the size pins in the up position (raise the fill heads), this will cause the mount to dip, crank until the mount is about  $\frac{1}{4}$ " below level.



Finally, for a great seal on top of the cans, we want to be sure that the limiting collar is not impeding the amount of travel necessary for the fill heads to seat on top of the cans.



To allow the fill heads to travel lower, loosen the lock nut with a 15/16 wrench and raise the limiting collar on both sides of the assembly. For the fill heads to sit higher, lower the collars on the shafts.



# Run a Pressure Test

The screenshot displays the control interface for the Codi Filler CCL-45. The interface is organized into several functional areas:

- Top Bar:** Branding 'Codi V20.3 FILLER CCL-45'.
- Operational Modes:** 'FILLING PAUSED' (yellow), 'RUN ONE CYCLE' (blue), and 'Reset Alarms & Faults' (blue).
- Pressure Indicators:** 'TANK' section showing '30 %' and '0 %' levels, and 'INLETS' section with 'AIR' and 'CO2' both at '0.0 PSI'. A red box highlights the '0.0 PSI' value for AIR.
- Valve Operation:** 'All Fill Valves' (Man, Open All, Close All) and individual valves (Fill Valve 1-6) all showing 'Closed'.
- Motor Operation:** 'Fill Heads' (AUTO, VENT, LOWER, RAISE), 'Tank to ATM (CO2)' (AUTO, OPENED), 'Tank to Cans' (AUTO, CLOSED), 'Seamer Lid Push' (AUTO, RETRACTED), and 'Seamer Lift' (AUTO, LOWERED).
- Automatic Operation:** 'CO2 to Cans' (AUTO, CLOSED) and 'Underlid Gas' (AUTO, CLOSED).
- Settings:** 'Twist Rinse' (AUTO, CLOSED) and 'Product Pump' (Man, STOPPED).
- Trends and I/O:** 'Fill Throttle' (Set: 0, Actual: 0, Man, CLOSED) and 'Snift Throttle' (Set: 0, Man, CLOSED).
- Seamer:** 'Man. Set (Press)' with a value of '0'.
- Control Buttons:** 'SET ALL MANUAL' (grey) and 'SET ALL AUTO' (yellow).

1. Set tank pressure to 35 psi
  1. Open Tank to Cans (CO2)
  1. Lower fill heads
- Once the fill heads are down, watch the pressure in each can under their individual fill heads, along with listening for any leaks of CO2.

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