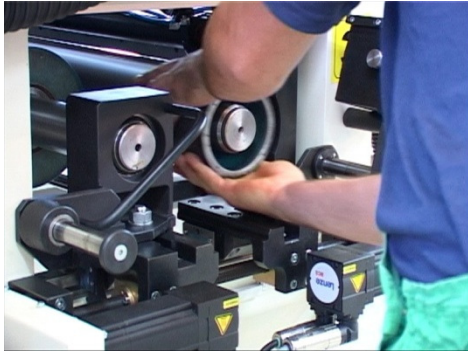


## ANILOX SLEEVE CARE



The construction of a sleeve is much more complex than anilox rollers. The sleeve base consists of a fiberglass inner layer followed by a compressible layer to allow for the expansion necessary to load and unload the sleeve from an air mandrel, a repeat layer similar to print sleeves. Finally the sleeve is completed by an aluminium cladding tube. The sleeve construction itself is more fragile than rollers with journals and therefore more considerations for their care and maintenance are required.

Because the Anilox sleeve is completely dependent on the press mandrel, the cleanliness of the mandrel is a significant factor in the sleeve's TIR.

Ink sticks to ink, and when given the opportunity to accumulate on the mandrels and in the sleeve bores, ink will glue a sleeve to its mandrel. In addition to the serious TIR problems this can cause, dirty mandrels also increase the likelihood of damage to the foam layer and to the structural integrity of the sleeve itself, because the sleeve is stuck the pressman will be inclined to jiggle and rattle the sleeve. In addition to real damage, dirty mandrels and cores cause costly nuisances like delays in loading and unloading.

Bores should be cleaned regularly with a bore cleaner or air duct brushes which are available in different diameters or alternatively round sponges mounted to a brush. When cleaning bores is essential to use a detergent that cannot attack the resin and does not leave any lubricating film behind. After cleaning ensure that the bore is dried thoroughly.

Aluminium cladding makes sleeves more vulnerable to damage than conventional steel rollers. Dropping can bend the ends or make them egg-shaped; rubbing ceramic off the edges can lead to blistering as many ink cleaners can be aggressive to bare aluminium.

## ANILOX SLEEVE STORAGE

When storing sleeves vertically, it is important to place them on cushioned padding and use end caps. If storing horizontally, sleeves should be properly stored on a cart or storage rack, or on a large mandrel to prevent hanging or drooping. The construction is vulnerable to dents and punctures, and the circularity of the inner hollow cylinder can become out-of-round. These factors can result in TIR issues, sticking or slipping on the mandrel, damage to end seals and doctor blades as well as ink leakage and contamination of the inner core.