



Technical Bulletin

Inspecting Rotate Bearing Assembly Baseplate Capscrew Threads

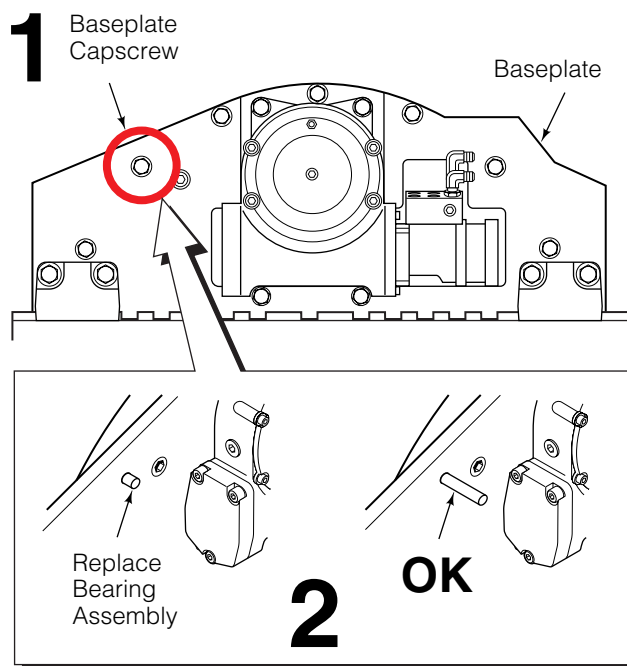
A small batch of Paper Roll Clamps and Rotators were assembled with rotate bearing assemblies that may have baseplate capscrew threads machined out of tolerance. Models include 38F, 60G, 66G, 90F, 100F and 120D. A Go-No Go pin is being supplied to help identify units with the defective threads. Inspect your attachment using the following procedures.



WARNING: Failure to inspect the bearing assembly as described in this bulletin can result in machine damage and possible serious personal injury.

Bearing Assembly Thread Inspection

- 1 Remove one of the baseplate capscrews above the upper mounting hooks.
- 2 Insert the Go-No Go pin into the baseplate hole and bearing assembly threads.
 - If the Go-No Go pin **can** pass through the bearing assembly threads, the bearing assembly must be replaced. Contact the Cascade Service Department at the phone number listed below.
 - If the Go-No Go pin **can not** pass through the bearing assembly threads, the bearing assembly is machined correctly. Reinstall the capscrew by applying Loctite 242 (blue) to the capscrew threads and tighten to a torque of 75 ft.-lbs. (100 Nm).



RC2211.eps

NOTE: This information should not be interpreted as the basis for warranty claims unless so designated.

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Bearing Assembly Replacement

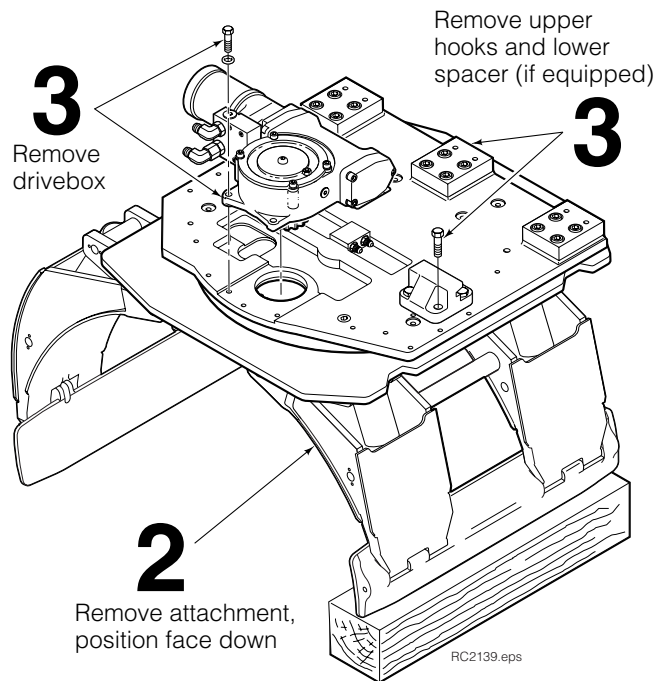
If the bearing assembly baseplate capscrew threads are defective, perform the following steps.

1 Paper Roll Clamps – Fully open the arms. Disconnect the lower mounting hooks. Disconnect and tag the supply hoses.

Rotators – Remove forks. Disconnect the lower mounting hooks. Disconnect and tag the supply hoses.

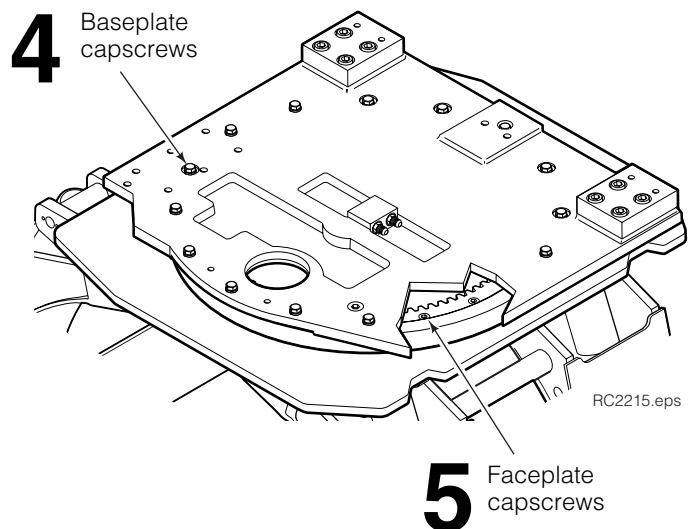
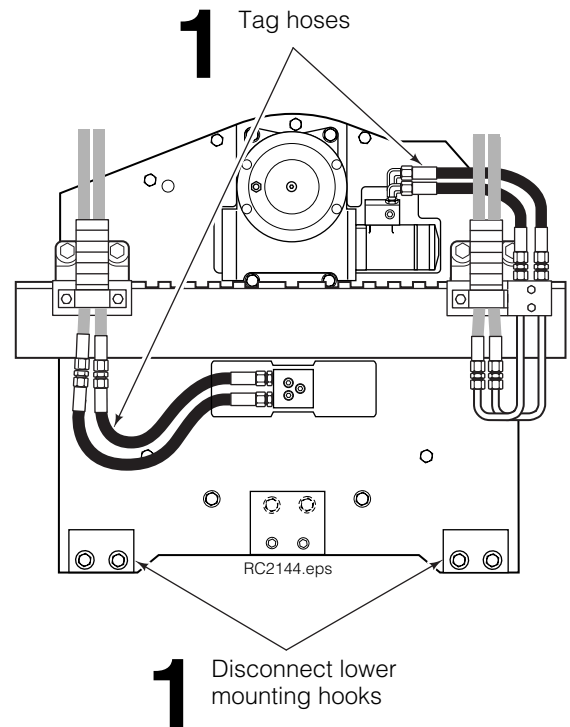
2 Remove the attachment from the truck. Position the attachment face down on the floor, stack of pallets or work bench with the baseplate approximately parallel to the floor.

3 Remove the drivebox, upper mounting hooks and lower spacer (if equipped).

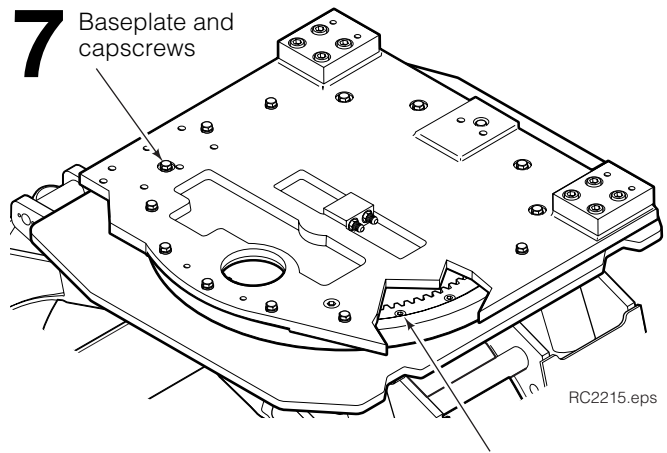


4 Remove all bearing assembly baseplate capscrews. Remove the baseplate.

5 Remove all bearing assembly faceplate capscrews. Remove the bearing assembly. Thoroughly clean the faceplate threaded holes with a tap. Threads must be clean and dry for the new Loctite to cure properly.

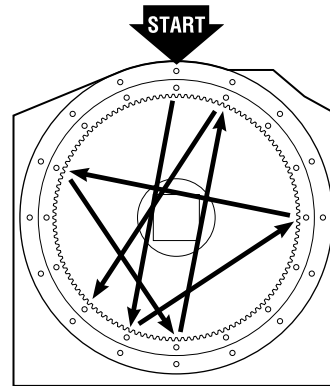


- 6** Install the new bearing assembly and faceplate cap-screws to the faceplate.
- Apply Loctite 242 (blue) to the threads.
 - Install **all new** capscrews.
 - Tighten all capscrews to 50% of the final torque value. Use the cross-pattern tightening sequence. **Double torque the capscrews.** Tighten all capscrews to the full torque value. Loosen 1/2 turn, then immediately tighten to the full torque value using the cross-pattern tightening sequence.



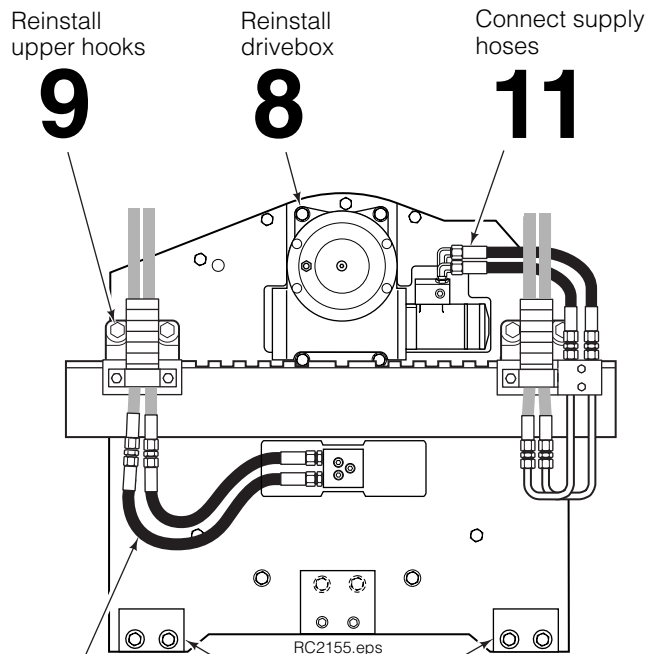
- 7** Install the baseplate to the new bearing assembly.
- Apply Loctite 242 (blue) to the threads.
 - Install **all new** capscrews.
 - Tighten all capscrews to 50% of the final torque value. Use the cross-pattern tightening sequence. **Double torque the capscrews.** Tighten all capscrews to the full torque value. Loosen 1/2 turn, then immediately tighten to the full torque value using the cross-pattern tightening sequence.

6 Bearing assembly and faceplate capscrews



Cross-pattern tightening sequence

- 8** Reinstall the drivebox. Tighten the capscrews to a torque of 80 ft.-lbs. (108 Nm).
- 9** Reinstall the upper hooks. Tighten the capscrews to a torque value listed below.
- CL II & III** – 110 ft.-lbs. (150 Nm)
CL IV up to 8900 lbs capacity – 195 ft.-lbs. (265 Nm)
CL IV above 9000 lbs capacity – 260 ft.-lbs. (360 Nm)



- 10** Mount the attachment on the truck carriage. Tighten the lower hooks to a torque listed above.

- 11** Connect the supply hoses to the attachment fittings.
- 12** Test the attachment functions before returning the truck to operational service.

11 Connect supply hoses

10 Mount attachment on truck carriage

Do you have questions you need answered right now? Call your nearest Cascade Service Department. Visit us online at www.cascorp.com

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