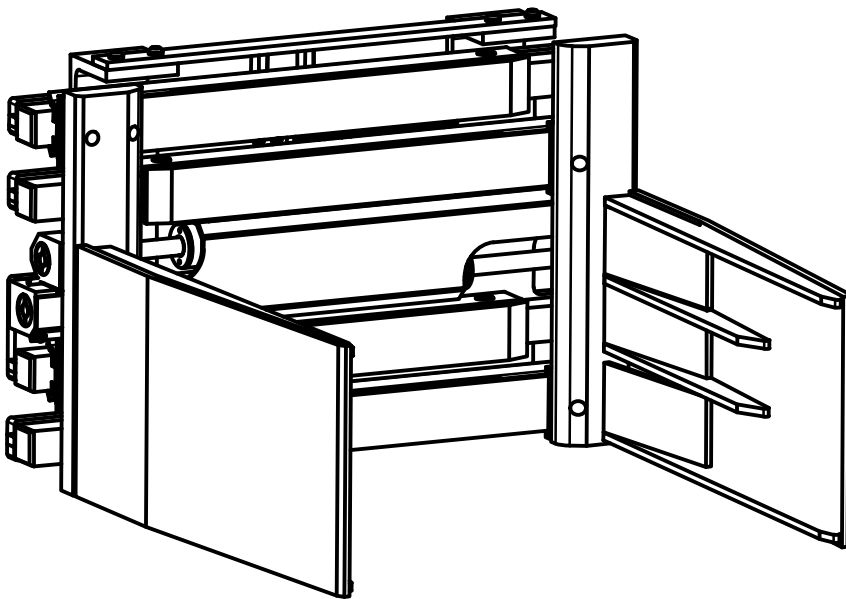




SERVICE MANUAL / PARTS LIST

BALE CLAMP

MODEL #115253



CONTENTS:

PAGE

1	Lift Truck Requirements General Installation Procedures General Inspection & Maintenance
2-4	Clamp Assembly
5	Hydraulic Assembly
6	Cylinder Assembly
7	Clamp Control Valve
8	Adjusting Relief Pressure
9	Arm and Shim Replacement
10	Trouble Shooting Guide

Specifications:

Mounting: ITA Class II

Capacity: 4000 lbs at 24"

Arm Size: 16" High x 36" Long

Range: 18" - 68.3"

Frame: 41.5" Wide

425 Hazel St.
Kelso WA 98626
(800) 248-6079
Fax (360) 578-9934

LIFT TRUCK REQUIREMENTS

CAPACITY

Capacity shown on the clamps's name plate is for the clamp only. The combined truck and clamp capacity is provided by the lift truck manufacturer.

BALE CLAMP HYDRAULICS

Recommended Truck Pressure: 1700 PSI (142 to 170 bar)

Oil volume: 6-10 GPM (22.5 to 38 l/min)

Hydraulic fluid: petroleum based hydraulic fluid only

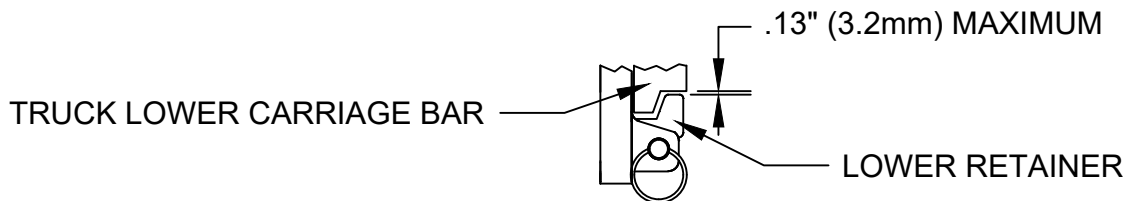
Hydraulic supply group: includes hoses and take-up - one set for each function

Auxiliary valve:

2 Function (Side Shift & Clamp)= a double auxiliary valve

GENERAL INSTALLATION PROCEDURES

1. Make sure the attachment's centering lug is completely sealed in truck carriage center notch.
2. Clearance between the lower retainers that hold the attachment to the truck's lower carriage bar should be as shown below.



3. Attach the truck's supply group (take-up) to hoses supplied on the attachment base.
4. Standing clear of the clamp attachment, cycle the attachment open and close several times to distribute the hydraulic oil. Use caution because partially filled hydraulic lines may cause erratic movement.

GENERAL INSPECTION AND MAINTENANCE

1. Check all hydraulic fittings, hoses, cylinders and valves for leakage. Repair or replace as required
2. Check hoses for pinch points and signs of wear. Replace worn hoses with LORON hose or Parker Parflex # 560 wire (reinforced hose only).
3. All bolts should be checked and tightened as required.
4. Check lower retainer clearance referenced to item 2 in General Installation Procedures above. A shim may be tack-welded to the bottom of the lower retainers to tighten the clearance if necessary.

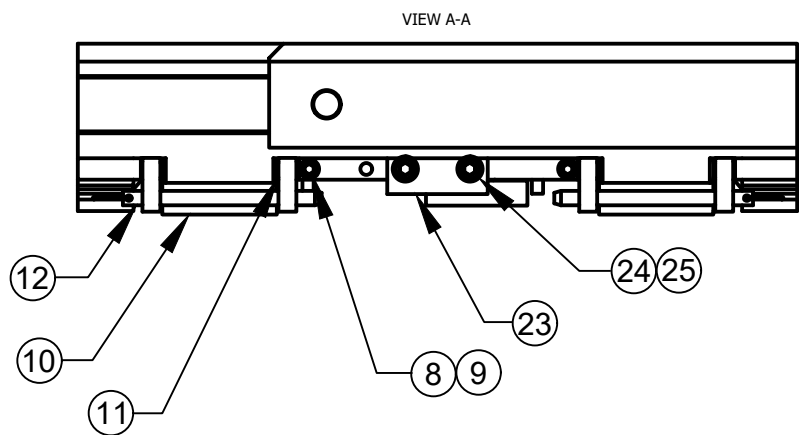
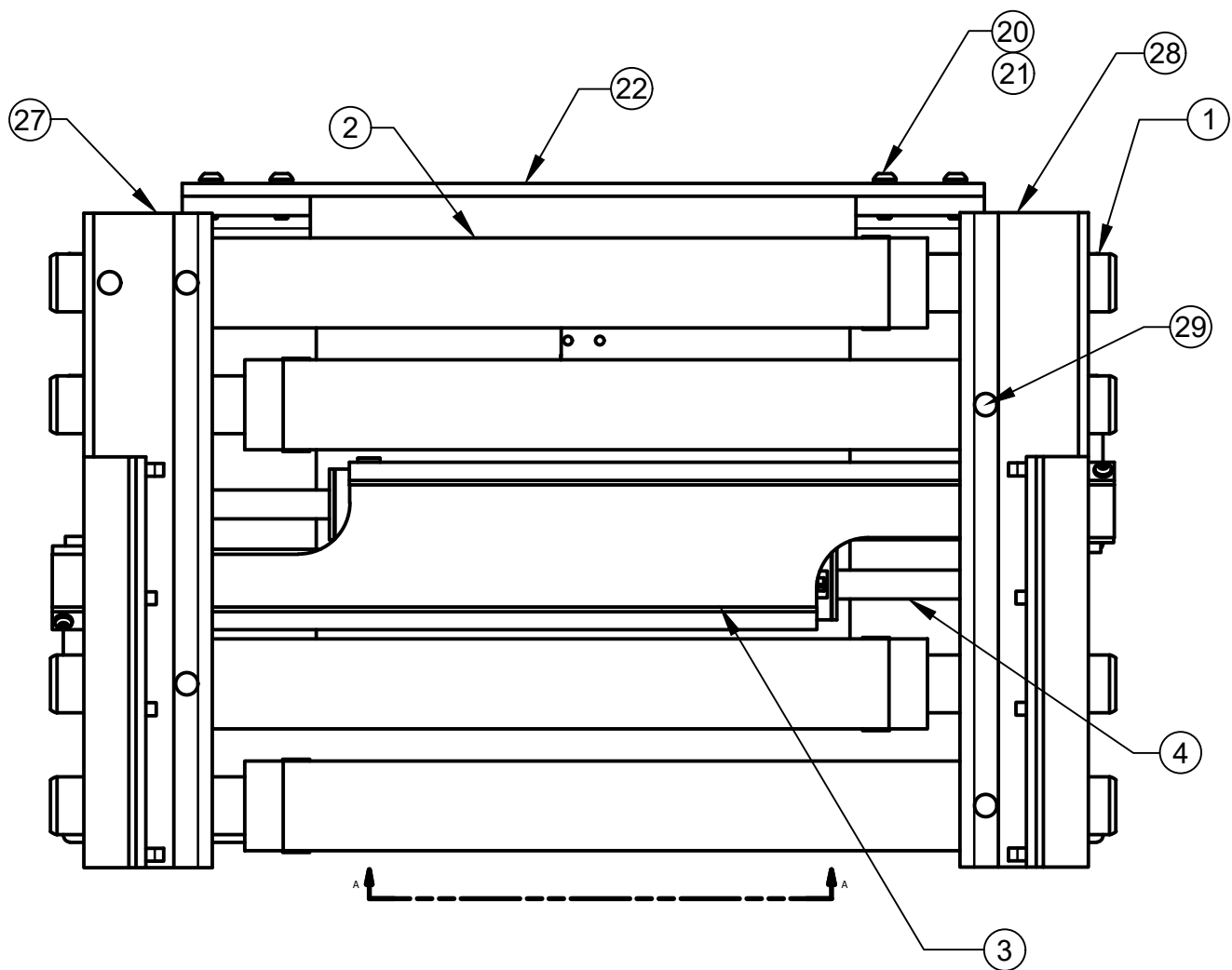
CLAMP ASSEMBLY - 1

Drawing Reference: 115254 & 105989.10

#	QTY	PART #	DESCRIPTION
1	1	115252	Frame Weldment
2	4	101052.22	Arm Weldment
3	1	101106.38	Cover
4	2	101068.29	Cylinder Assembly
5	8	109935.1	Angle Slide
6	4	109936.1	Flat Slide
7	12	109653.1	Shim
8	2	11G.0612	Bolt
9	2	16E.06	Lock Washer
10	2	101098.3	Lower Hook
11	2	100077.3	Round Bar
12	2	100572.060	Ball Lock Pin
13	4	110730	Spherical Bearing
14	4	110731	Slotted Nut
15	4	100574.83	Cotter Pin
16	4	100047	Cylinder Washer
17	8	106041	Slide Button
18	2	25G.0612	Bolt
19	2	4E.06	Lock Washer
20	1	101779.1	Guard
21	4	25G.0824	Bolt
22	4	4E.08	Lock Washer
23	1	111959	Lower Mounting Lug
24	2	11G.0820	Bolt
25	2	16E.08	Lock Washer
26	4	111867	Slide Button
27	1	105985.10	Arm Weldment Right Hand
28	1	105987.10	Arm Weldment Left Hand
29	8	102163.1	Bolt (Arms)

CLAMP ASSEMBLY - 2

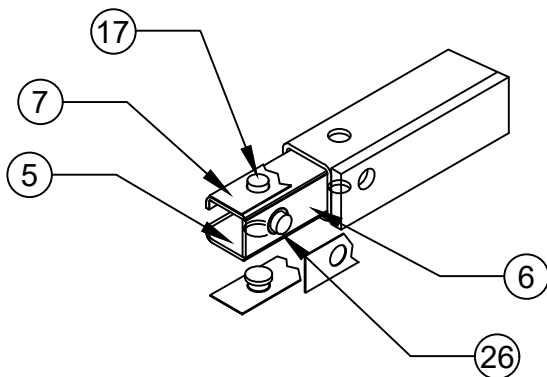
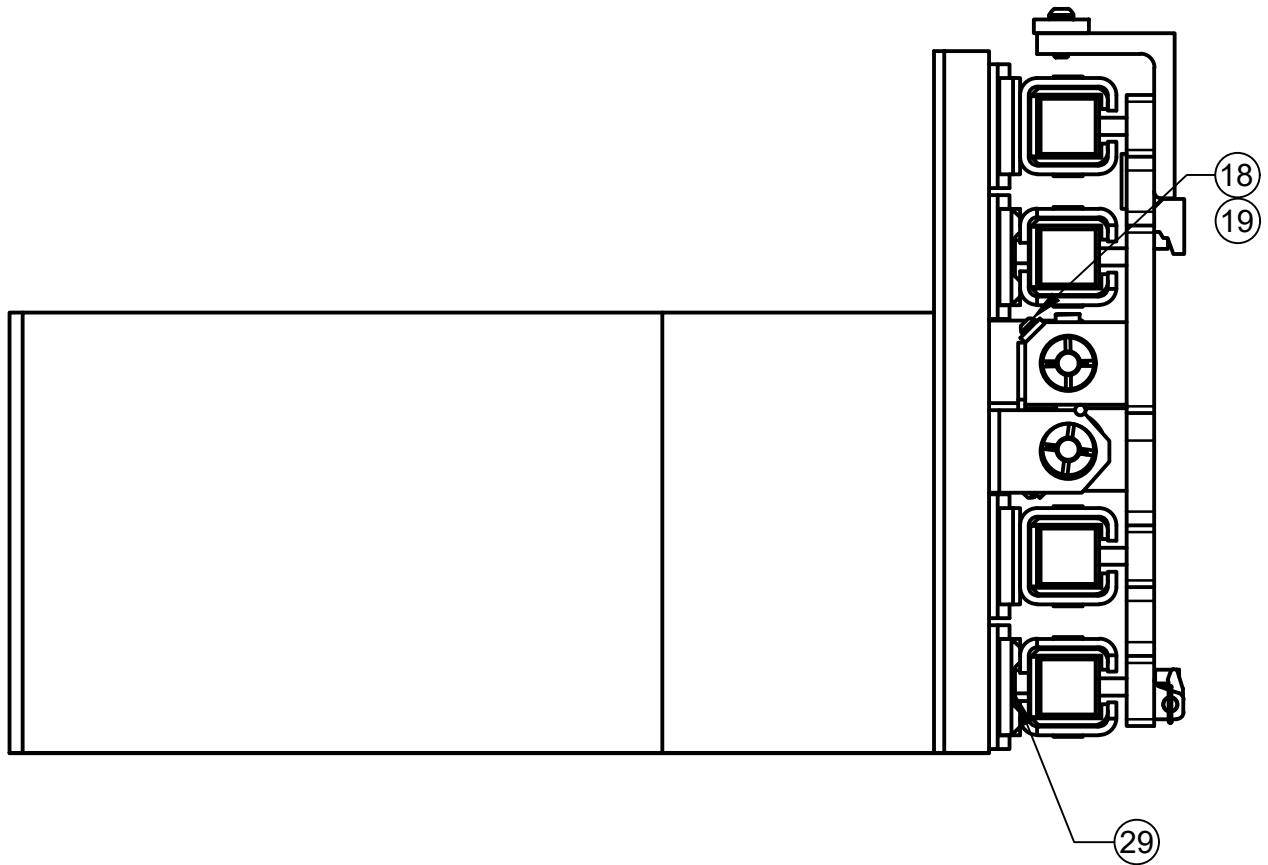
Drawing Reference: 115254 & 105989.10



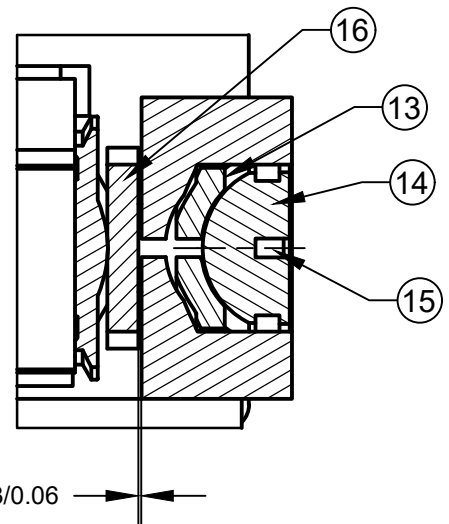
NOTE: Item 29
Torque Specs - Lubricated 675 ft-lbs
For bolt on arms

CLAMP ASSEMBLY - 3

Drawing Reference: 115254 & 105989.10



NOTE: Item 29
Torque Specs - Lubricated 675 ft-lbs
For bolt on arms

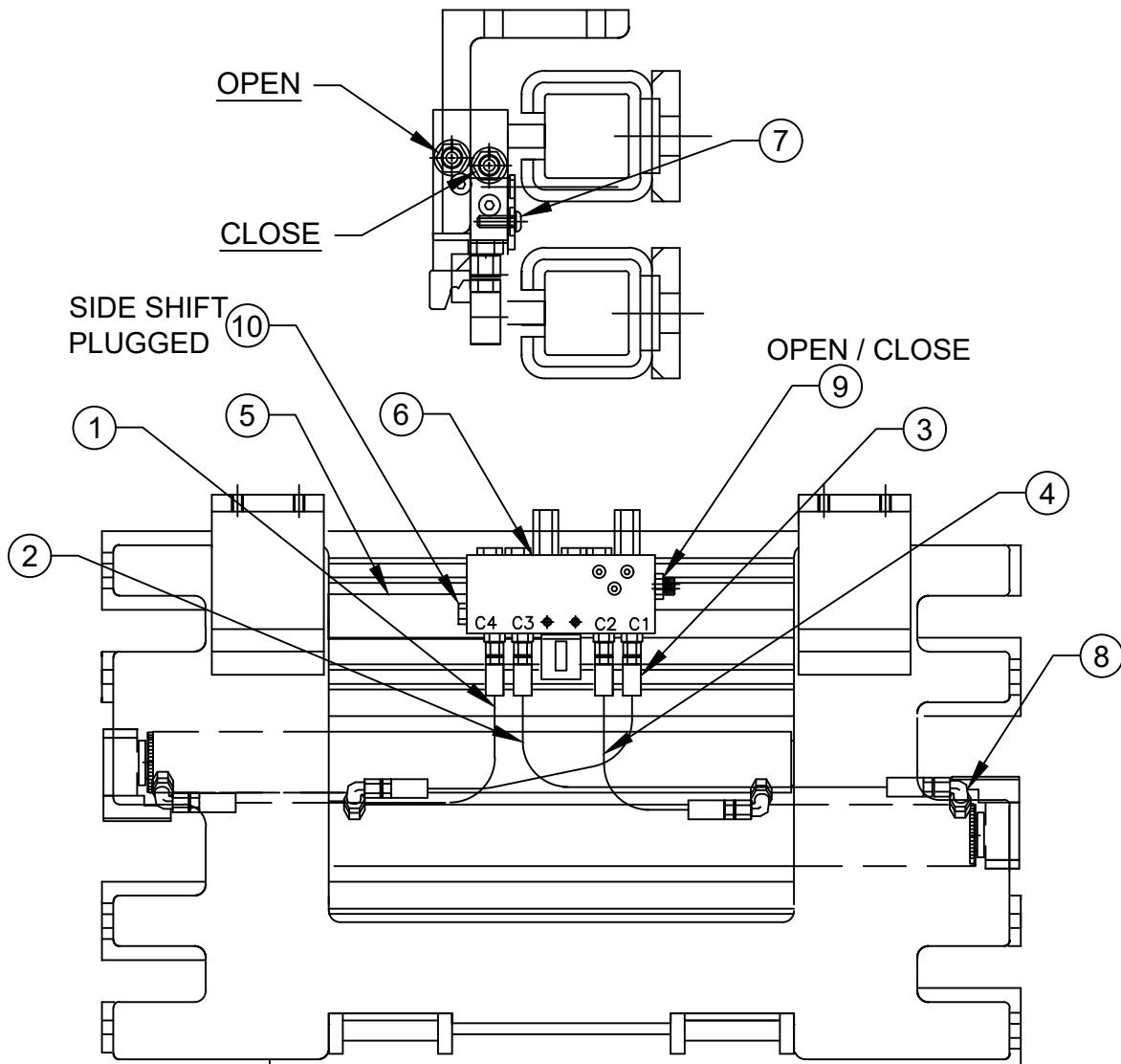


NOTE: 0.03/0.06
Adjust slotted nut to allow
for clearance as shown

HYDRAULIC ASSEMBLY

Drawing Reference: 107934.15

#	QTY	PART #	DESCRIPTION
1	1	100674.0210	Hose
2	1	100674.0270	Hose
3	1	100674.0180	Hose
4	1	100674.0140	Hose
5	REF	101423.1	Mounting Plate (Reference)
6	1	100011	Main Clamp Manifold
7	2	25GN.0516	Bolt
8	4	100095.05	90° O-Ring Fitting
9	6	100676.05	Straight O-Ring Adapter
10	2	113374.05	Hollow Hex Plug



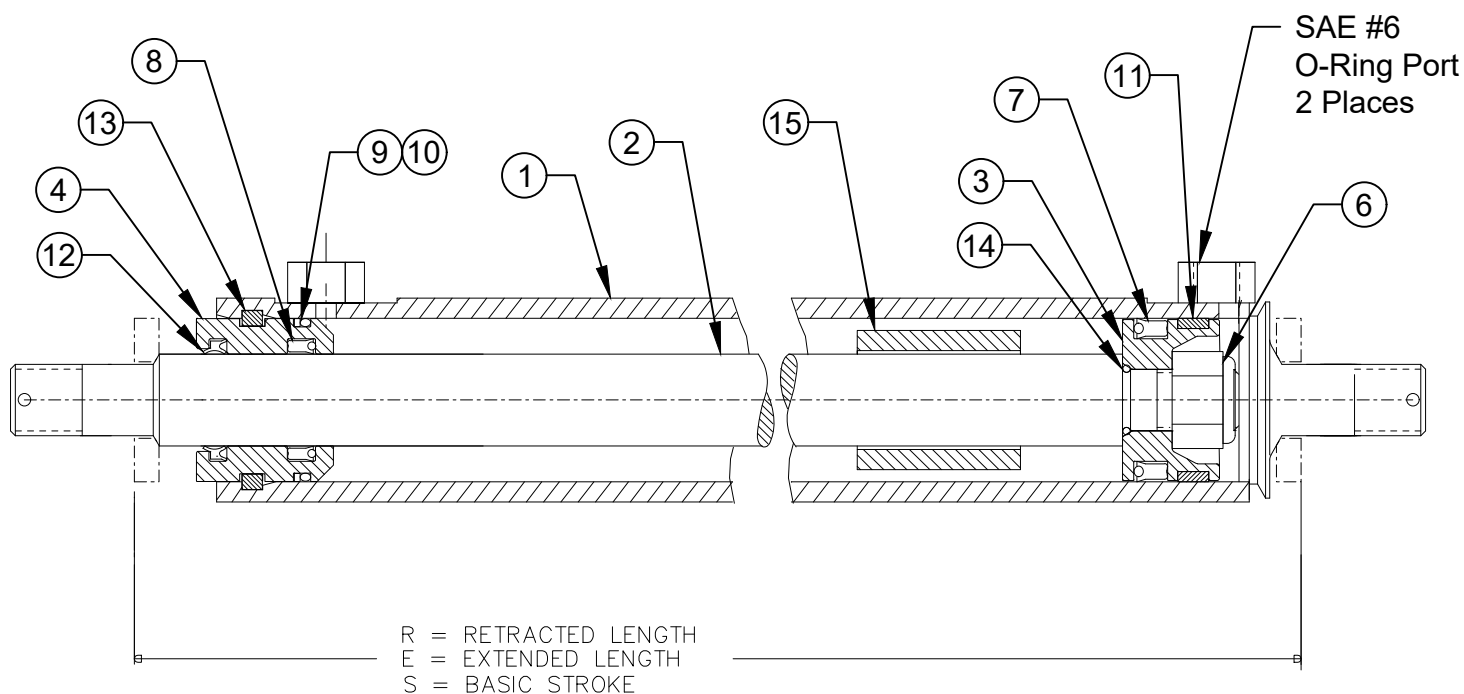
AS VEIUED FROM DRIVERS SEAT

CYLINDER ASSEMBLY

Drawing Reference: 101068.29

Part #	R	E	S	NET STROKE
101068.29	29.78	54.94	25.16	25.16

#	QTY	PART #	DESCRIPTION	8	1	100031.059	Poly Pak
1	1	101069.28	Tube Weldment	9	1	100028.316	Back-Up Ring
2	1	100965.57	Rod	10	1	100029.316	O-Ring
3	1	100021	Piston	11	1	100033	Wear Ring
4	1	100020	Gland	12	1	101034.6	Wiper
5	1	101036	Seal Kit (Items 6-14)	13	1	100027.1	Lock Wire
6	1	101035	ESNA Nut	14	1	100029.203	O-Ring
7	1	100032.107	Poly Pak	15	--	--	Spacer

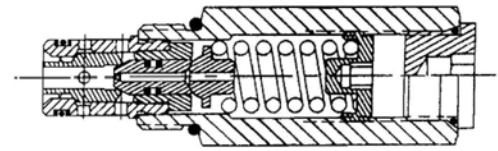
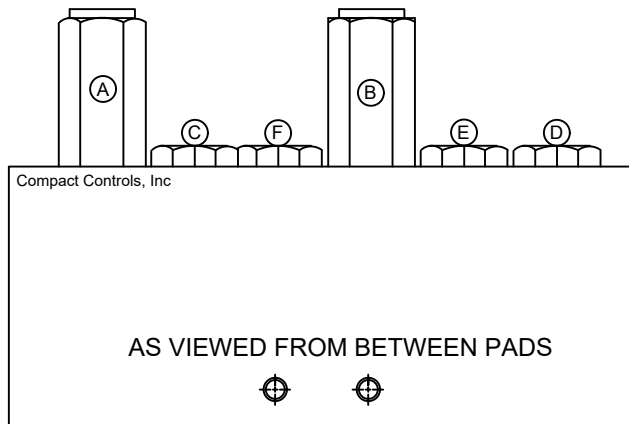
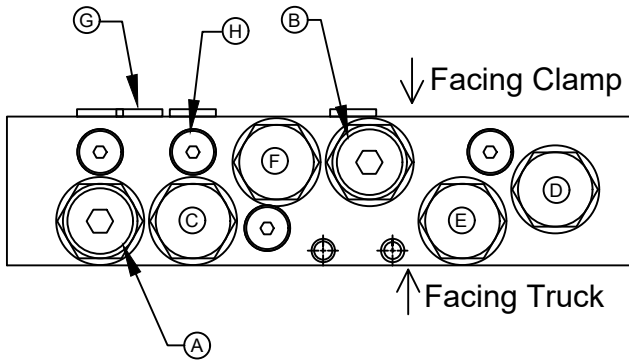


Cylinder Service

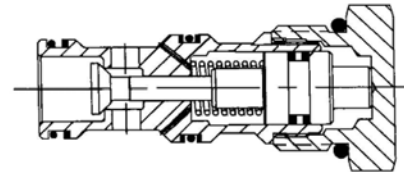
- Prior to assembly lubricate seals, cylinder bore and rod with STP.
- Inspect all parts for scratches, nicks and gouges - replace all damaged components.
- Inspect cylinder bore and rod for scoring - replaced if scored.
- Avoid damage to seal grooves - use a dull screwdriver for seal removal.
- Torque piston nut to 200 FT-LBS. (27.7kg-m).

CLAMP CONTROL VALVE

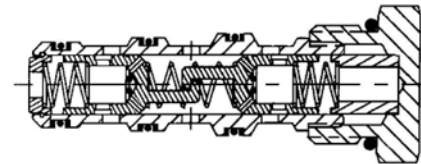
Drawing Reference: 100011



(B) 103815 BIDIRECTIONAL RELIEF
(A) 103815.1 BIDIRECTIONAL RELIEF
 TORQUE TO 35-40 FT/LBS
 104716 SEAL KIT



(C, D, E) 103814 P.O. CHECK VALVE
 TORQUE 35-40 FT/LBS
 104715 SEAL KIT



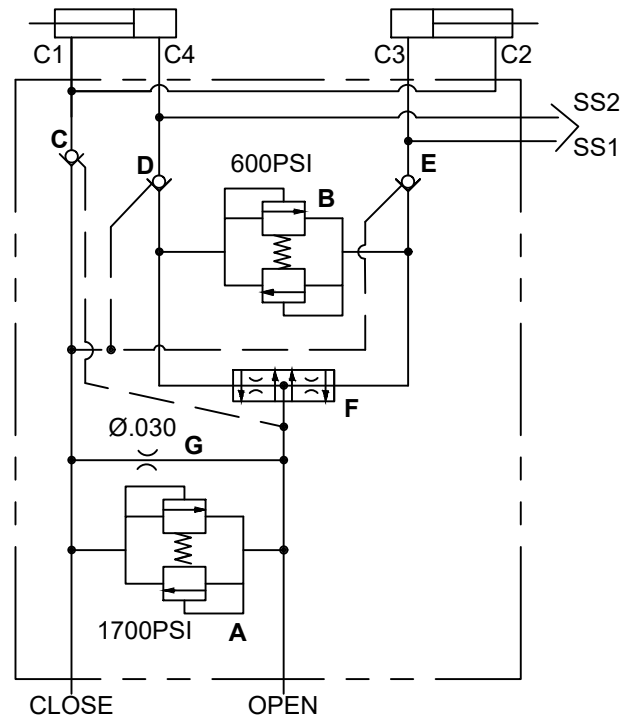
(F) 103813 FLOW DIVIDER
 TORQUE 10-12 FT/LBS
 104711 SEAL KIT

NOTE:

Lubricate threads & seals prior to assembly.
 Side Shifting Ports plugged for Non-Side Shift

ID	QTY	PART #	DESCRIPTION
A	1	103815.1	Bi-Directional Relief Cartridge
B	1	103815	Bi-Directional Relief Cartridge
C	1	103814	P.O. Check Valve Cartridge
D	1	103814	P.O. Check Valve Cartridge
E	1	103814	P.O. Check Valve Cartridge
F	1	103813	Flow Divider Cartridge
G	1	104721	Orifice
H	14	101419.03	SAE #4 O-Ring Plug

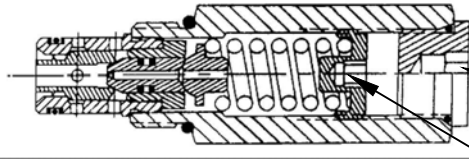
HYDRAULIC SCHEMATIC



ADJUSTING RELIEF VALVE

WARNING:

RELEASE TRUCK PRESSURE PRIOR TO SERVICING VALVE BY TURNING THE TRUCK OFF AND "WORKING" THE SIDE SHIFT AND CLAMP FUNCTION CONTROLS.



REMOVE CAP - ADJUST INTERNAL BOLT
REPLACE CAP - PRIOR TO PRESSURIZING SYSTEM.

DO NOT EXCEED 2000 PSI (136 BAR)

TURN ADJUSTMENT:
OUT TO DECREASE PRESSURE
IN TO INCREASE PRESSURE.

ADJUSTING SYSTEM PRESSURE

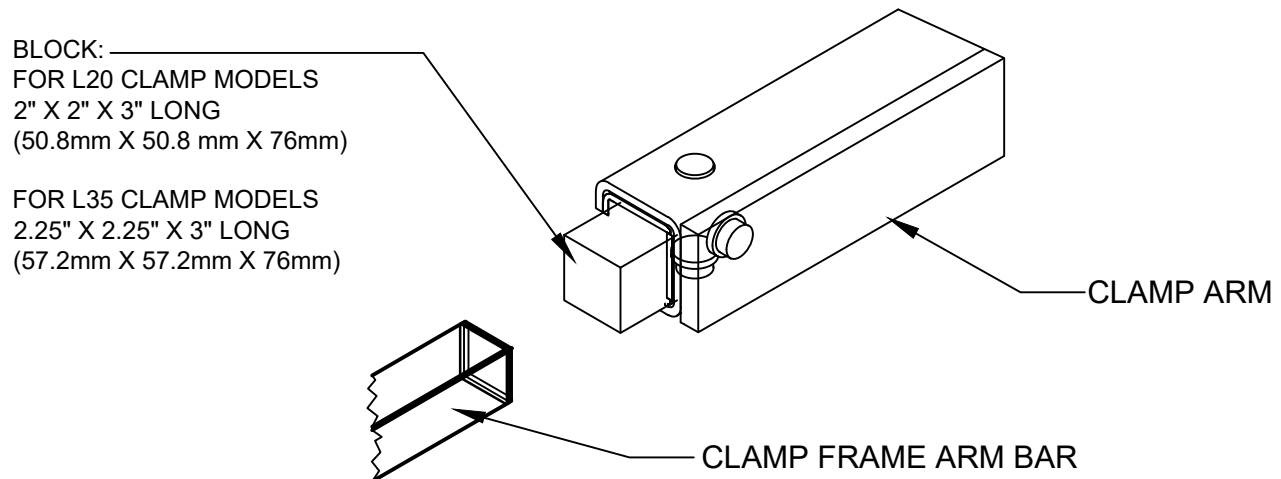
1. Release system pressure prior to servicing valve (See WARNING above).
2. Install a hydraulic pressure gauge (2 required) that is calibrated to 5000 psi (340 bar) using a short hose and tee to be in line with both the "open" and "close" ports of the main clamp valve.
3. Measure system pressure by deadheading the clamp in the closed position. System pressure is the difference between the pressure gauge reading of the "open" port subtracted from the pressure gauge reading of the "close" port.
4. Repeat step one if adjusting system pressure. Remove cap of the bi-directional relief valve (refer to item A page 7) and adjust cartridge no more than one quarter turn. Replace cap prior to pressurizing system. Repeat until desired pressure setting is achieved. Do not exceed 2000 psi (136 bar) in the system pressure.

ADJUSTING BY-PASS PRESSURE

1. If one arm bottoms out before the other with more than 2" (51mm) difference adjustment is needed. Increase relief pressure (See above) if arms are moving independent of each other. If the lagging arm is moving slowly after first arm bottoms out, decrease relief pressure (See above).
2. To adjust by-pass relief pressure, release system pressure prior to servicing valve by turning the truck off and working the side shift and clamp function control several times.
3. Remove cap on bi-directional valve (item B page 7) and adjust cartridge no more than one quarter turn in needed direction. Replace cap prior to pressurizing system. Repeat adjustments until arms are in sync or within 2" (51mm) difference.
4. If assistance is needed in adjustments contact LORON Engineering.

ARM SLIDE & SHIM REPLACEMENT

1. To replace the slides, the arms need to be in the fully open position. Release system pressure prior to removing the arms by turning the truck off and working the side shift and clamp function controls several times.
2. Support the arm with an overhead crane or lift truck. Be sure to secure the chain or sling in a manner that prevents the arm from falling out of the chain or sling when hanging free of the clamp.
3. Remove the cotter pin, slotted nut and spherical bearing from the end of the clamp cylinder rod. Keeping hands and feet clear, and carefully slide the clamp arm off of the clamp frame.
4. Inspect slides and slide buttons for wear. Slides may be rotated end-to-end and reused if excessively worn on the outer end only. Extra shims may be used to tighten operating clearance on slightly worn slides. Replace any slides worn to less than .15" (3.8mm) thick or any slide that is deeply scored or broken.



5. To aid in replacing the slides a block may be fashioned of wood or another convenient material to the dimensions shown above. The block is inserted to the end of the arm to hold the slides, shims, and buttons in position while the arm is inserted over the arm bars on the clamp frame. The block is expelled out the opposite end of the arm as the arm is pushed onto the frame. Prior to installing the arm the block may be used to determine the number of shims to place under the slides. Adjust the clearance between the slides and the block to provide approximately .06" (1.5mm) running clearance between the slides and arm when installed.
6. Keeping hands and feet clear, carefully slide the clamp arm onto the clamp frame. Be sure the arm moves freely without excessive binding. If the arm is too loose or too tight, add or remove shims as required.
7. Install the spherical bearing, slotted nut and cotter pin onto the end of the clamp cylinder rod. Be sure to leave .03"-.06" (.7mm to 1.5mm) clearance to allow the cylinder to "float" on its mountings.

TROUBLE SHOOTING GUIDE

LOADS SLIPPING OR DROPPING

POSSIBLE CAUSES

SOLUTIONS

- | | |
|--|---|
| 1. Valve cartridges are not sufficiently tight. | 1. Tighten all cartridges to torque values shown on page 7. |
| 2. System relief pressure is set too low. | 2. See Adjusting System Pressure on page 8. |
| 3. Internal leakage in cylinder. | 3. Replace Cylinder seals. If tube, piston or rod is scored replace with new parts. |
| 4. Load not fully engaged in clamp arms. | 4. Be sure the load is positioned fully in the clamp arms. |
| 5. Load too heavy for clamp capacity. | 5. Consult factory. |
| 6. Load may not be stacked correctly or may need to be unitized. | 6. Re-stack or unitize load (shrink wrap). |
| 7. Bent arms. | 7. Consult factory. |

CRUSHING LOADS

POSSIBLE CAUSES

SOLUTIONS

- | | |
|--|--|
| 1. System relief pressure is set too high. | 1. See Adjusting System Pressure page 8. |
| 2. Operator over-working (milking) control valve. | 2. Once the arms contacts the load, clamp the load in one even motion - do not over-work the valve. |
| 3. Bent arms. | 3. Consult factory. |
| 4. Variable loads that require different clamping pressures. | 4. Install a 4-position pressure regulator on truck cowl - consult factory for part number and availability. |