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### WARNING:

- Rated capacity of the truck/attachment combination is a responsibility of the original truck manufacturer and may be less than shown on the attachment nameplate. Consult the truck nameplate.

- Do not operate this attachment unless you are a trained and authorized lift truck driver.

### CAUTION:

This Guide shows recommended load handling procedures applicable to most products. Consult your company or organization for any special procedures applicable to loads you may be handling.

## INTRODUCTION

**Swing Frame Paper Roll Clamp** – Cascade E, F & H-Series

Swing Frame Paper Roll Clamp are multiple function attachments for handling all types of paper products. Clamps are designed for both bilge and vertical roll handling for transport, stacking, breakout, van trailer and boxcar loading and unloading. The clamp rotates through 360 degrees and can have a fixed short arm for full rolls or adjustable short arm for butt rolls, and a single or split long arm. The swing frame provides ‘sideshifting’ type capability for easy load positioning.

**About this Guide** – The information in this guide is intended to simplify operator understanding about effective and safe clamp use and operation. Read this guide thoroughly before operating the attachment. Be sure you know and understand all operating procedures and safety precautions. If you have any questions, or don’t understand a procedure, ask your supervisor.

**Emphasize Safety!** Most accidents are caused by operator carelessness or misjudgement. You must watch for poorly maintained equipment and hazardous situations and correct them.
**SAFETY RULES**

*Industrial Lift Trucks*

- **No riders**
- **No reaching through mast**
- **No standing under load**

- **Motor off, park, lower load**
- **8 cm**
- **Traveling empty**
- **RAMPS**
- **No parking on ramp**
- **No turning on ramp**
- **Watch clearances**

**TRAFFIC**

- **Observe**
- **Workers**
- **Stops**
- **Slow for two-way traffic**
- **Sound horn, slow at corner**
- **Sound horn, slow at intersection**
- **Wet floors**
- **Bumps**
- **Dips**
SAFETY RULES

Handling Loads: Secure rolls prior to lifting and transporting.

- Limit swinging clamp with raised load.
- Limit truck movement with raised load.
- Load weight must not exceed combined truck/attachment capacity (see truck nameplate).
- Make sure load is centered and secure prior to lifting and traveling.
- Check for load slippage (see pg. 12).
- Use caution when handling unitized (wrapped) multiple stacked rolls with Single-Arm Clamp.
- Secure bottom roll.
- Split-Arm Clamp is recommended to handle two rolls (see pg. 5). Handling two rolls with Single-Arm Clamp may be dangerous and lead to serious injury.

Position the paper roll center of gravity as close as possible to the center of rotation to minimize lateral offset.

Load weight must not exceed combined truck/attachment capacity (see truck nameplate).

Center of Rotation

Paper Roll Center of Gravity

Lateral Offset
Check items each day. Report problems to your supervisor. Check clamp force prior to each operational shift. See Service Manual for troubleshooting, maintenance and repair procedures.

- Upper hook engagement
- Fasteners
- Pad edges
- Safety decals & nameplate
- Cylinders and hoses for leaks
- Lower hook engagement
CLAMP OPERATION

ROTATE
(Driver’s view)
A Counterclockwise
B Clockwise

LONG ARM
(Vertical & horizontal positions only)
C Release
D Clamp

SHORT ARM
(45 degree position only)
C Open
D Close

SWING
A Extend
(Press knob button)
B Retract
(Press knob button)

AUXILIARY VALVE FUNCTIONS

WARNING: Truck control handle and attachment function activation shown here conforms to ISO 3691 recommended practices. Deviating from these practices should be reviewed by the end user, dealer and OEM to assure safe operation.
Handling two rolls using Split-Arm Clamp

**WARNING:** Engine speed MUST be increased when clamping or releasing rolls with Split-Arm Clamps.

**CAUTION:** Clamp multiple rolls securely and properly prior to lifting or traveling.

Recommended roll width 2X pad height ‘A’ if rotating, 3X maximum.

Position short arm on rolls before clamping

**WARNING:** AFC equipped Split Arm Clamp maximum roll diameter difference is 127 mm.

Recommended roll width 2X pad height ‘A’ if not rotating.
1. Position clamp parallel to and centered on roll

2. A) Adjust short arm for roll diameter
   B) Drive forward, touch short arm to roll
   C) Clamp with long arm

3. Raise, tilt back for transport

4. Tilt vertical before lowering to floor
1. Tilt, lower clamp to ground

2. Square truck to roll, position clamp parallel to roll

3. A) Drive forward, touch short arm to roll  
   B) Clamp with long arm

4. A) Tilt, raise roll  
   B) Reclamp load  
   C) Rotate to vertical for transport

Position the paper roll center of gravity as close as possible to the center of rotation to minimize lateral offset. This will reduce torque requirements and increase truck stability.
STACKING, UNSTACKING

1. **A) Drive slowly forward**
   - C) Clamp with long arm
   - B) Swing to align clamp, touch short arm to roll
   - 5-10 cm

2. **A) Raise roll for clearance**
   - 3-4°
   - B) Tilt back for transport
   - 30 cm

3. **A) Slowly approach stack**
   - B) Tilt roll to vertical, raise for clearance
   - 5-10 cm
   - NOTE: Back tilt required if angled clamp mount used

4. **A) Drive slowly forward, stop, swing to center load**
   - B) Set roll down squarely

5. **HIGH STACKING ABOVE TWO ROLLS:**
   - A) Square truck to stack, drive slowly forward, stop
   - C) Set roll down squarely
   - Roll Vertical
   - CAUTION: 0° Clamp mount (shown) may be required above 330 cm – check clamp model

6. **PADS AT BOTTOM OF ROLL:**
   - A) Contact truck OEM to assure truck stability.
   - B) Perform rotation drift test per Cascade TB258
   - Roll Vertical
   - CAUTION: No rotation when clamped at bottom of roll
   - NOTE: Back tilt required if angled clamp mount (shown) is used
**UNLOADING TRUCK TRAILERS (BREAKOUT)**

1. **Tilt, center clamp to 1st roll**
   - CAUTION: Inspect trailer for damage before unloading
   - CAUTION: Block trailer wheels

2. **Position arms to roll diameter, short arm toward wall**
   - Dockplate required

3. **Drive forward, swing clamp to grip 1st roll behind centerline**
   - Pads not wedged

4. **Clamp 1st roll, move back for clearance to re-clamp**

5. **Re-clamp through roll centerline with long arm, withdraw roll**

6. **Raise, tilt back for transport**
   - 3-4°
   - 30 cm
1. Tilt, center clamp to 1st roll

2. Position arms to roll diameter

3. Drive forward, swing clamp to grip 1st roll behind centerline

4. Clamp 1st roll, move back for clearance to re-clamp

5. Re-clamp through roll centerline with long arm, withdraw roll

6. Raise, tilt back for transport

3-4° 30 cm
**LOADING TRUCK TRAILERS**

1. Rotate roll to position short arm toward wall
   - CAUTION: Inspect trailer for damage before loading
   - Dockplate required

2. Drive slowly down center of trailer, tilt vertical
   - 30 cm

3. A) Swing clamp to place rolls against wall
   - B) Lower to floor, release long arm

4. Position rolls together / use spacers to prevent load shifting

**LOADING BOXCARS**

1. A) Rotate roll to position short arm toward wall
   - Dockplate required

2. A) Swing clamp to place rolls against wall
   - Short Arm

3. Position arms to roll diameter, grip last rolls behind centerline

4. Swing clamp to place interior and last rolls
   - Pads not wedged
LOADING WITH ADJUSTABLE BUMPER OPTION

VERTICAL PICKUP

A) Close arms to approximate roll diameter
B) Drive forward touching bumper to roll
C) Clamp with long arm

BILGE PICKUP

A) Close arms to approximate roll diameter
B) Tilt, drive forward touching bumper to roll
C) Clamp with long arm

LOAD TROUBLESHOOTING

IF LOAD IS SLIPPING:

1. Assure weight of roll is within capacity range of clamp (See nameplate)

2. Re-clamp load, contact pads centered on and parallel to roll, and roll against bumper (if equipped)

3. Check hydraulics for low supply pressure (See Service Manual)

4. Check condition and type of contact pad surface, replace if necessary
SAFE OPERATION AND MAINTENANCE

Industrial Trucks and Attachments

WARNING: When operating and maintaining industrial trucks equipped with attachments, you should pay particular attention to the following information. You should be familiar with this information for truck and attachment operation. Ask your employer for complete operation information.

General Requirement

Modifications and additions which affect capacity and safe operation shall not be performed by the customer or user without manufacturers prior written approval. Capacity, operation and maintenance instruction plates, tags or decals shall be changed accordingly.

If the truck is equipped with front-end attachments other than factory installed attachments, the user shall request that the truck be marked to identify the attachments and show the appropriate weight of the truck and attachment combination at maximum elevation with load laterally centered.

The user shall see that all nameplates and markings are in place and maintained in a legible condition.

Safety Guards

If the type of load presents a hazard, the user shall equip fork trucks with a vertical load backrest extension in accordance with the following.

All new powered industrial trucks acquired and used by an employer after February 15, 1972 shall meet the design and construction requirements for powered industrial trucks established in the “American National Standard for Powered Industrial Trucks, Part II, ANSI B56.1,” except for vehicles intended primarily for earth moving or over-the-road hauling.

Operator Training

Only trained and authorized operators shall be permitted to operate a powered industrial truck. Methods shall be devised to train operators in the safe operation of powered industrial trucks.

Truck Operations

Trucks shall not be driven up to anyone standing in front of a bench or other fixed object.

No person shall be allowed to stand or pass under the elevated portion of any truck, whether loaded or empty.

Unauthorized personnel shall not be permitted to ride on powered industrial trucks. A safe place to ride shall be provided where riding of trucks is authorized.

The employer shall prohibit arms or legs from being placed between the uprights of the mast or outside the running lines of the truck.

When a powered industrial truck is left unattended, load engaging means shall be fully lowered, controls shall be neutralized, power shall be shut off and brakes set. Wheels shall be blocked if the truck is parked on an incline.

A powered industrial truck is unattended when the operator is 7 meter of the truck still in his view, the load engaging means shall be fully lowered, controls neutralized and the brakes set to prevent movement.

When the operator of an industrial truck is dismounted and within 7 meter of the truck still in his view, the load engaging means shall be fully lowered, controls neutralized and the brakes set to prevent movement.

A safe distance shall be maintained from the edge of ramps or platforms while on any elevated dock or platform or freight car. Trucks shall not be used for opening or closing freight doors.

A load backrest extension shall be used whenever necessary to minimize the possibility of the load or part of it from falling rearward.

Traveling

The driver shall be required to slow down and sound the horn at cross isles and other locations where vision is obstructed. If the load being carried obstructs forward view, the driver shall be required to travel with the load trailing.

When ascending or descending grades in excess of 10 percent, loaded trucks shall be driven with the load upgrade.

On all grades the load and load engaging means shall be tilted back if applicable, and raised only as far as necessary to clear the road surface.

Loading

Only stable or safely arranged loads shall be handled. Caution shall be exercised when handling off-center loads which cannot be centered.

Only loads within the rated capacity of the truck shall be handled. The long or high (including multiple-tiered) loads which may affect capacity shall be adjusted.

Trucks equipped with attachments shall be operated as partially loaded trucks when not handling a load.

A load engaging means shall be placed under the load as far as possible; the mast shall be carefully tilted backward to stabilize the load.

Extreme care shall be used when tilting the load forward or backward, particularly when high tiering. Tilting forward with load engaging means elevated shall be prohibited except to pick up a load. An elevated load shall not be tilted forward except when the load is in a deposit position over a rack or stack. When stacking or tiering, only enough backward tilt to stabilize the load shall be used.

Operation of the Truck

If at any time a powered industrial truck is found to be in need of repair, defective, or in any way unsafe, the truck shall be taken out of service until it has been restored to safe operating condition.

Maintenance of Industrial Trucks

Any power-operated industrial truck not in safe operating condition shall be removed from service. All repairs shall be made by authorized personnel.

All parts of any such industrial truck requiring replacement shall be replaced only by parts equivalent as to safety with those used in the original design.

Industrial trucks shall not be altered so that the relative positions of the various parts are different from what they were when originally received from the manufacturer, nor shall they be altered either by the addition of extra parts not provided by the manufacturer or by the elimination of any parts. Additional counter-weighting of fork trucks shall not be done unless approved by the truck manufacturer.

Industrial trucks shall be examined before being placed in service and shall not be placed in service if the examination shows any condition adversely affecting the safety of the vehicle. Such examinations shall be made at least daily. When industrial trucks are used on a round-the-clock basis, they shall be examined after each shift. Defects when found shall be immediately reported and corrected.
Do you have questions you need answered right now? Call your nearest Cascade Service Department. Visit us online at www.cascorp.com

Zijn er vragen waarop u direct een antwoord nodig hebt? Neem dan contact op met uw dichtstbijzijnde serviceafdeling van Cascade. Of ga naar www.cascorp.com

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