

# ***O*PERATOR'S GUIDE**

## ***D, F, G & H-Series***

***Fixed Frame  
Paper Roll Clamps***

***Original Instructions***

***Number 210135-R9 EN***



***cascade***  
***corporation***

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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.

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

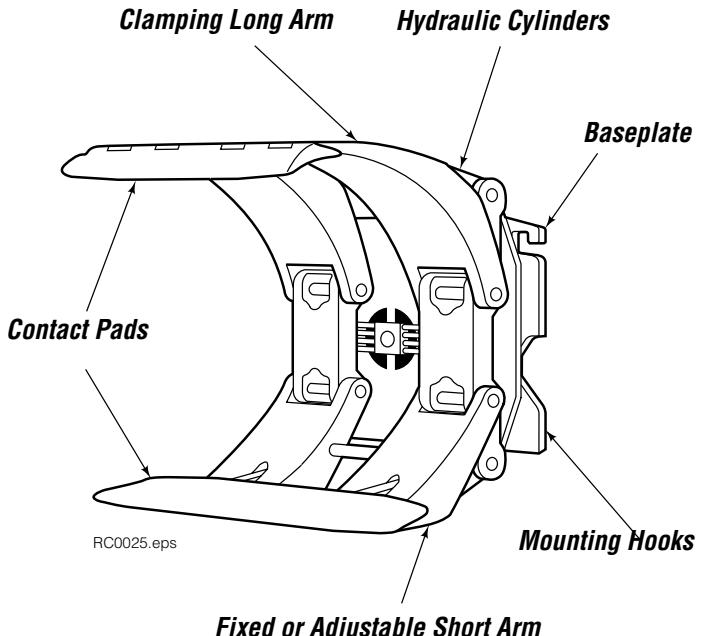
**CAUTION:** This guide shows load handling procedures for most products. Ask your company or organization about any special procedures for the loads you may be handling.

## INTRODUCTION

**Fixed Frame Paper Roll Clamp** – Cascade Fixed Frame Paper Roll Clamps, Models D, F, G & H-Series are multiple-function attachments for handling all types of paper roll products. Clamps are designed for both bilge and vertical roll handling for transport, stacking, breakout, van trailer, boxcar and ship loading and unloading. Clamps can rotate 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. Tower clamp versions provide bulk roll handling in many configurations.

**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 misjudgment. You must watch for poorly maintained equipment and hazardous situations and correct them.



# SAFETY RULES

## Industrial Lift Trucks

*No riders*



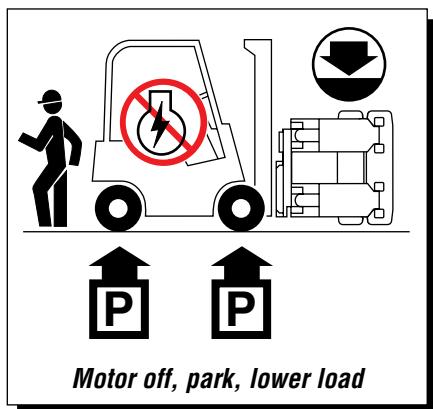
*No reaching through mast*



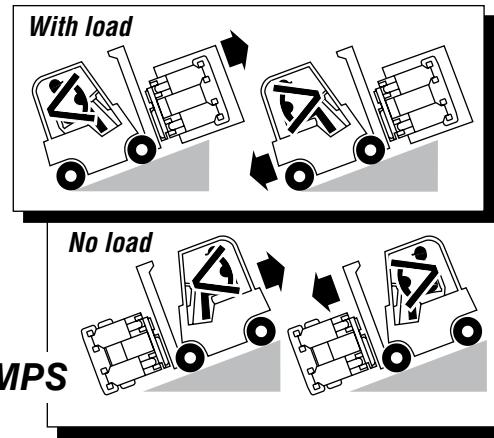
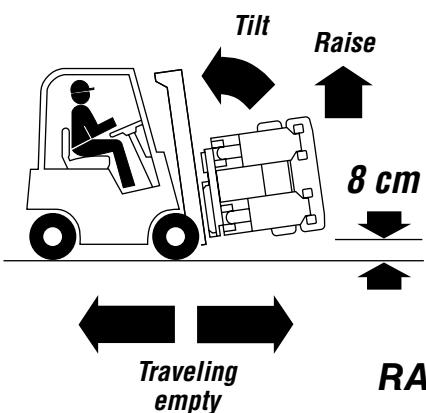
*No standing under load*



RC0026.eps



*Motor off, park, lower load*



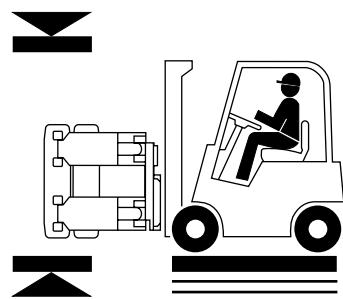
*RAMPS*



*No parking on ramp*



*No turning on ramp*



*Watch clearances*

RC0027.eps

### TRAFFIC



*Observe*



*Wet floors*



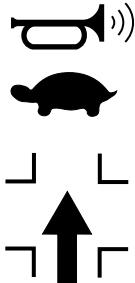
*Bumps*  
*Dips*



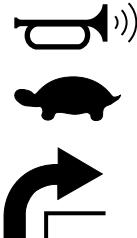
*Stops*



*Slow for  
two-way traffic*



*Sound horn, slow  
at intersection*

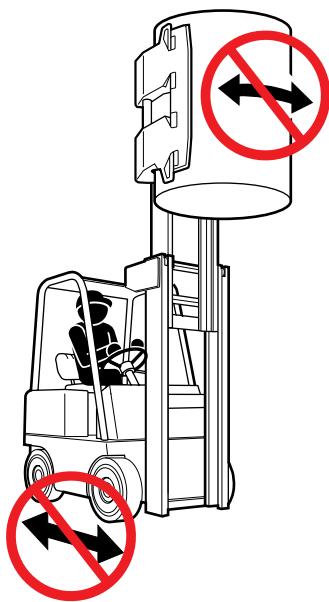


*Sound horn, slow  
at corner*

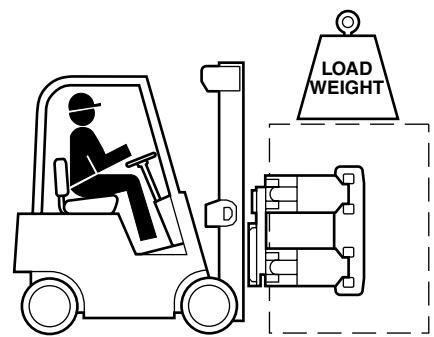
# SAFETY RULES

**Handling Loads: Rolls must be secure prior to lifting and transporting.**

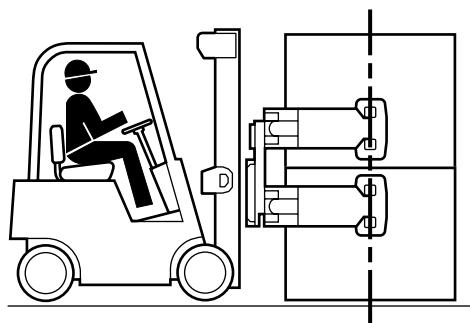
**Limit swinging clamp with raised load.**



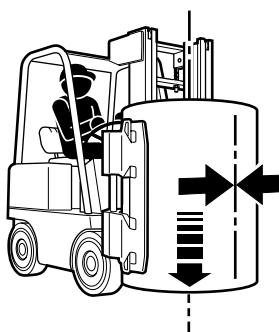
**Limit truck movement with raised load.**



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



**Split-Arm Clamp is recommended to handle two rolls (see Roll Handling Basics). Handling two rolls with Single-Arm Clamp may be dangerous and lead to serious injury.**



**Check for load slippage (see Load Troubleshooting).**

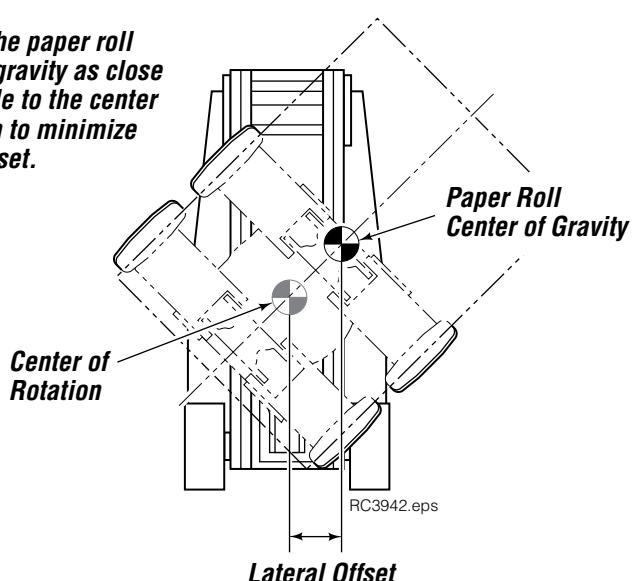


**Use caution when handling unitized (wrapped) multiple stacked rolls with Single-Arm Clamp.**

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**Make sure bottom roll is secure.**

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

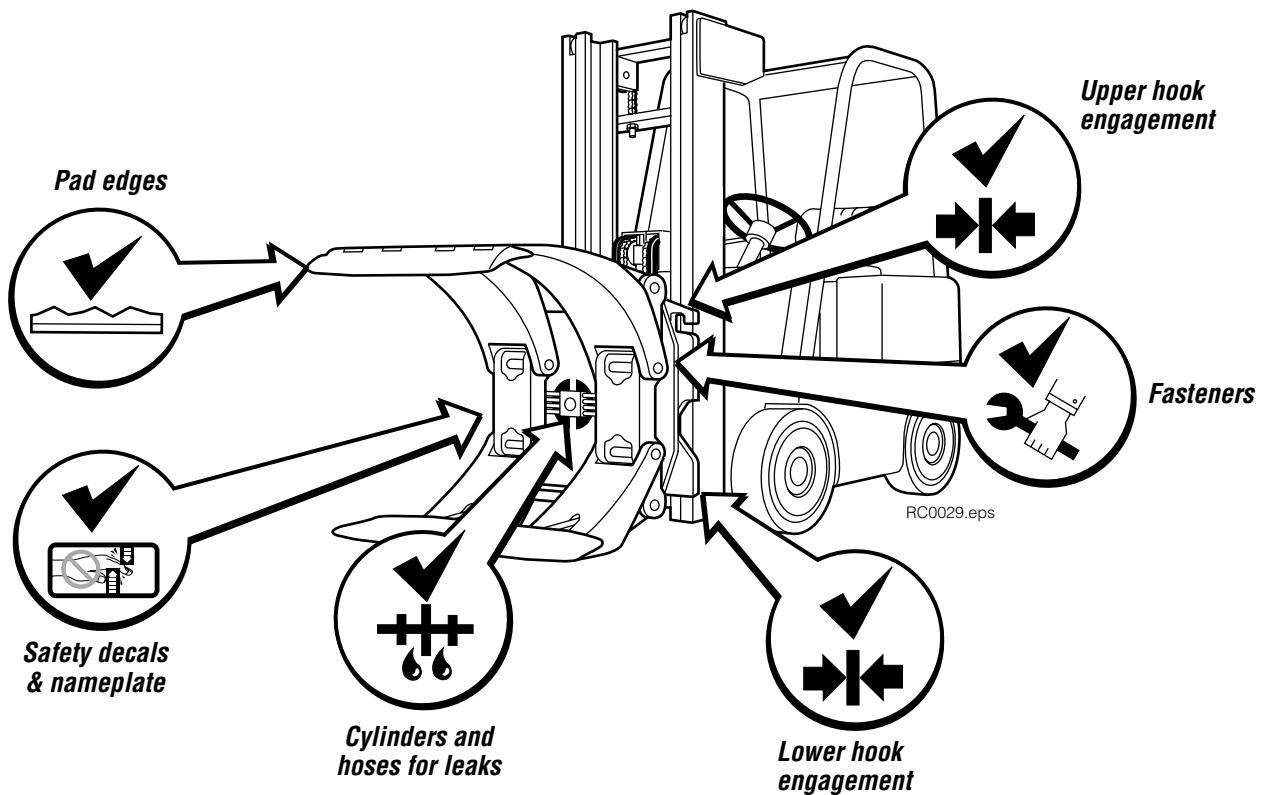


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# DAILY INSPECTION

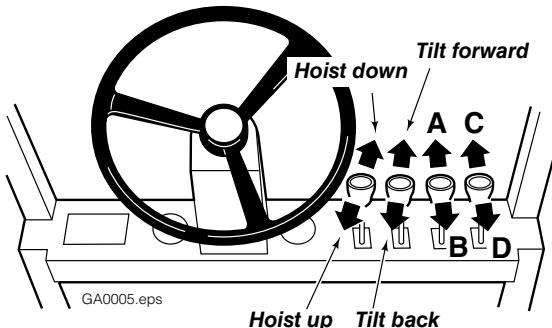
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Check items each day. Report problems to your supervisor. Check clamp force prior to each operational shift. See Service Manual for troubleshooting, maintenance and repair procedures.



# CLAMP OPERATION

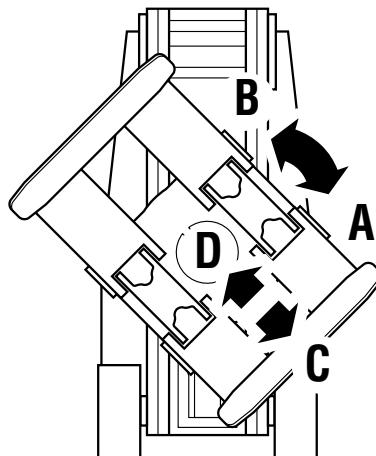
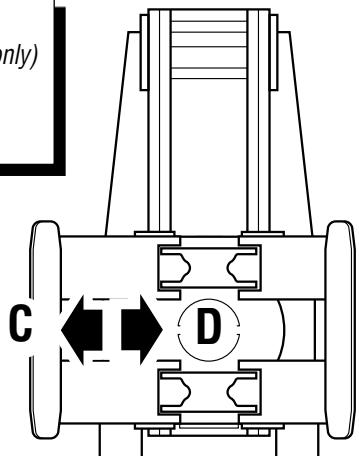
## AUXILIARY VALVE FUNCTIONS



**WARNING:** Truck control handle and attachment function activation shown here conforms to ASME/ANSI B56.1 recommended practices. Failure to follow these practices may lead to serious bodily injury or property damage. End user, dealer and OEMs should review any deviation from the practices for safe operation.

### LONG ARM (Vert. & horiz. positions only)

- C** Release
- D** Clamp

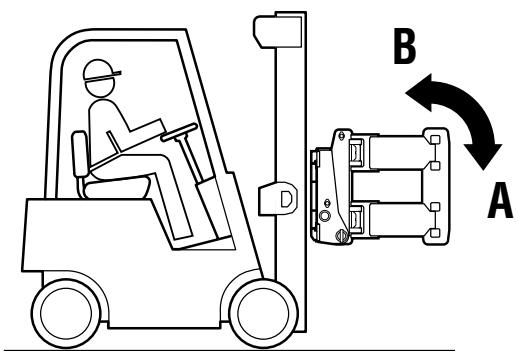


### ROTATE (Driver's view)

- A** Counterclockwise (CCW)
- B** Clockwise (CW)

### SHORT ARM (45-degree position only)

- C** Open
- D** Close



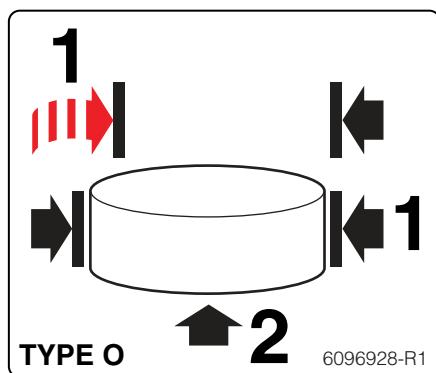
### UPENDING TILT (Non-Solenoid)

- A** Tilt Forward
- B** Tilt Backward

### UPENDING TILT (Solenoid Equipped)

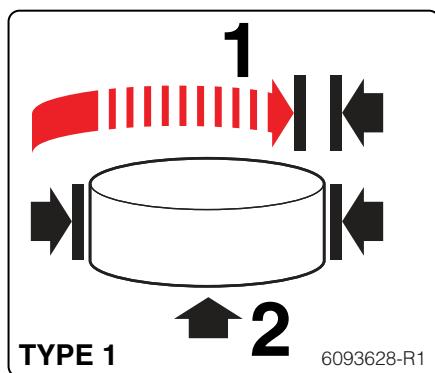
- A** Rotate Counterclockwise
- A** Tilt Forward  
(Press Button)
- B** Rotate Clockwise
- B** Tilt Backward  
(Press Button)

The following identification decal (located on the baseplate), shows how the split-arm roll clamp functions:



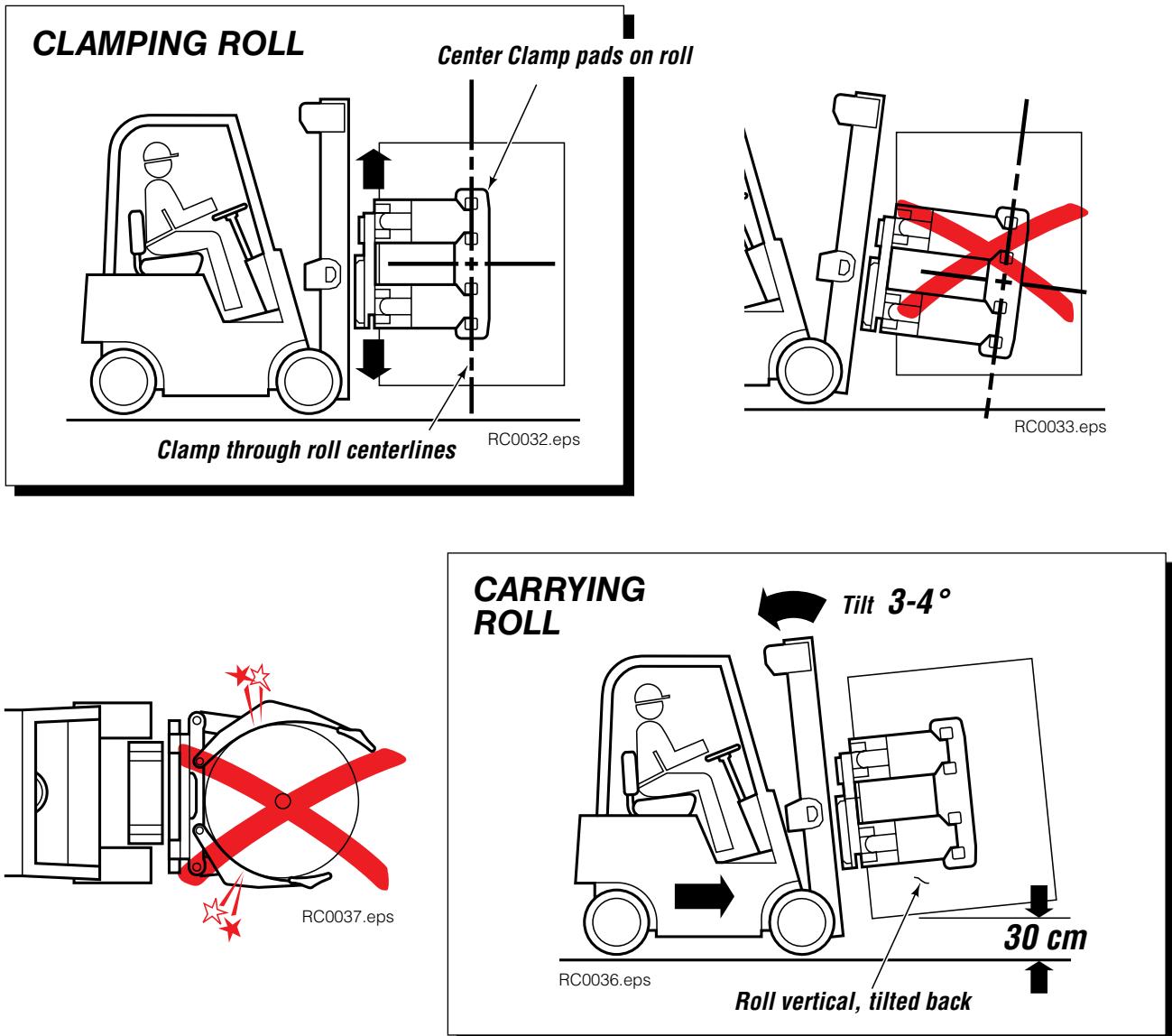
Clamp force is developed without the need for the top arm to fully close.

OR

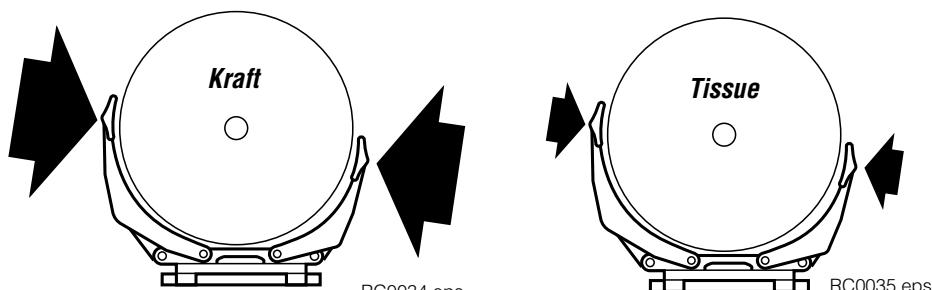


The top arm must fully close before clamp pressure is developed.

# ROLL-HANDLING BASICS



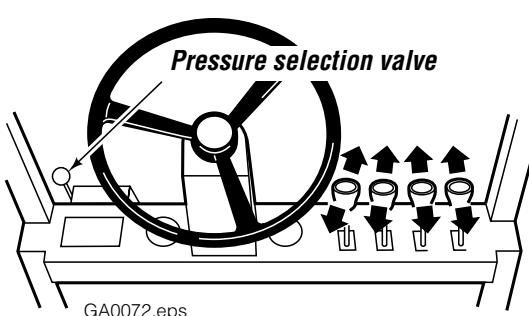
## CLAMP FORCE



*Use proper clamping force for load being handled*

*Also, see the following:*

- *Clamp Force Indicator Operator Guide 214750*
- *Establishing Clamp Force TB 284*

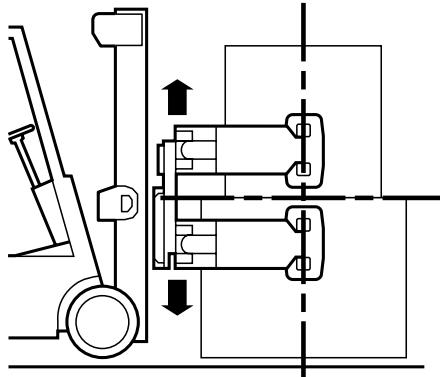


# ROLL-HANDLING BASICS

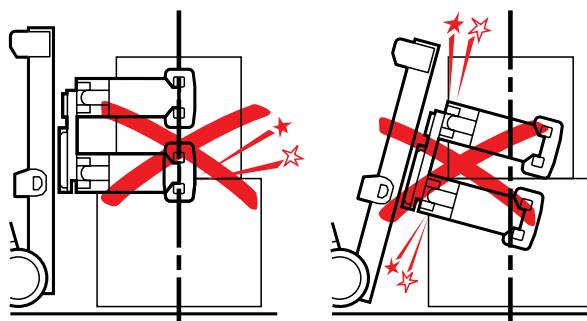
## Handling two rolls using split-arm clamp

### Center Clamp pads between rolls

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

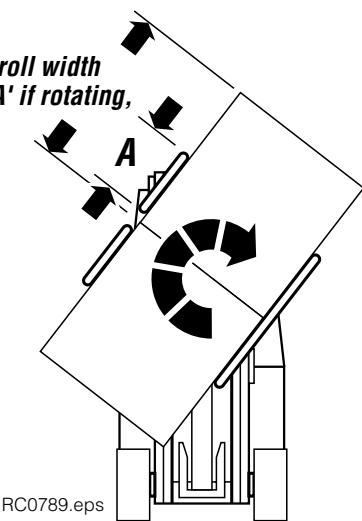


**WARNING:** Engine speed MUST be increased when clamping or releasing rolls with Split-Arm Clamps.



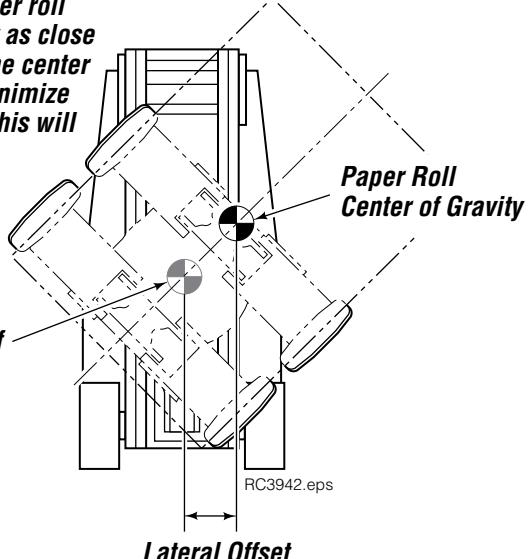
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**Recommended roll width**  
2X pad height 'A' if rotating,  
3X maximum



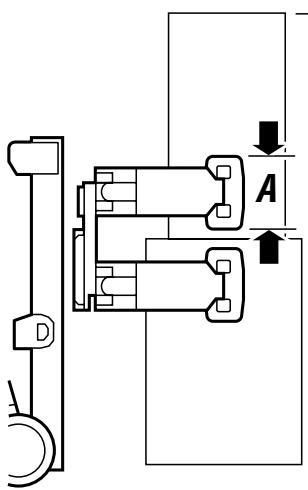
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**Position the paper roll center of gravity as close as possible to the center of rotation to minimize lateral offset. This will reduce torque requirements and increase truck stability.**



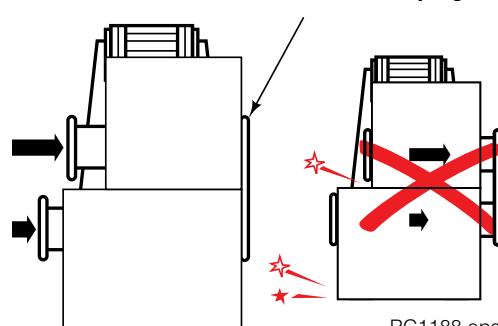
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**Maximum roll width 3X pad height 'A' if not rotating**



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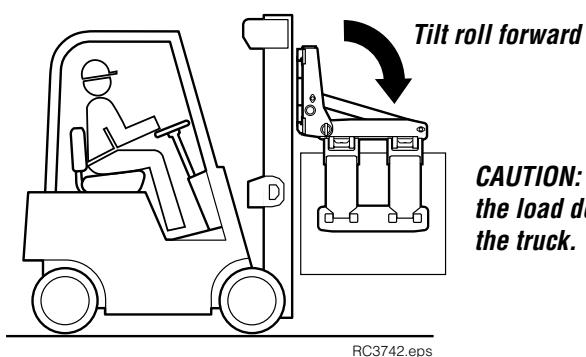
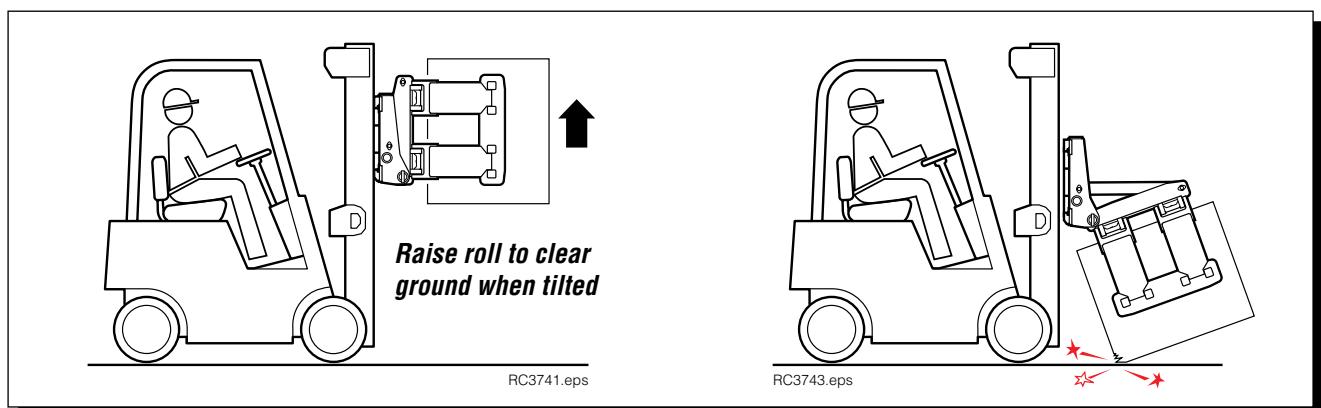
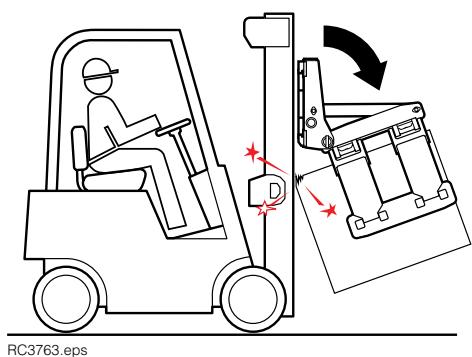
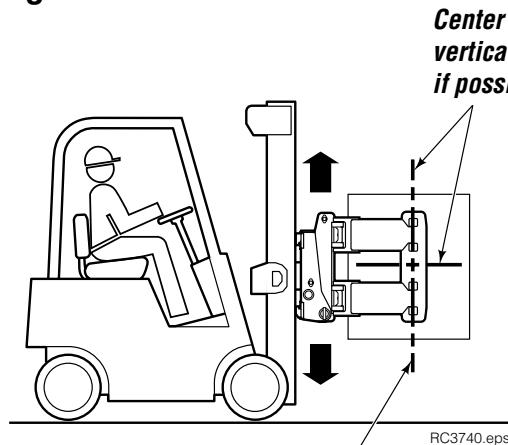
**Position short arm on rolls before clamping**



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# ROLL-HANDLING BASICS

## Upending



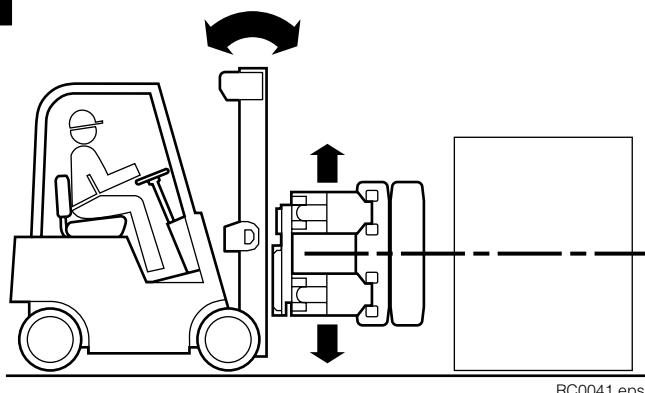
## Transporting

**CAUTION: Transporting in any position other than vertical is not acceptable unless attachment is specifically designed for that application.**

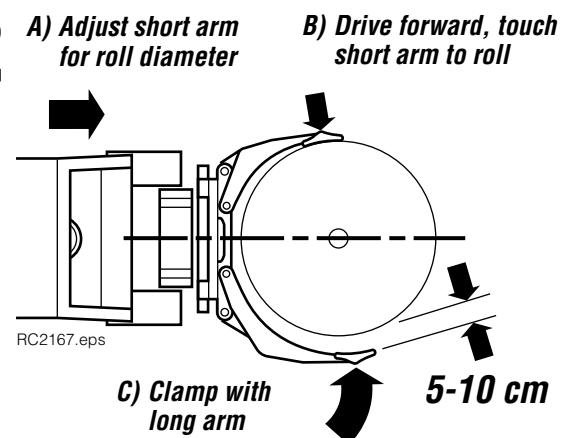


# VERTICAL PICKUP, TRANSPORT, UNLOADING

**1** Position Clamp parallel to and centered on roll



**2** A) Adjust short arm for roll diameter

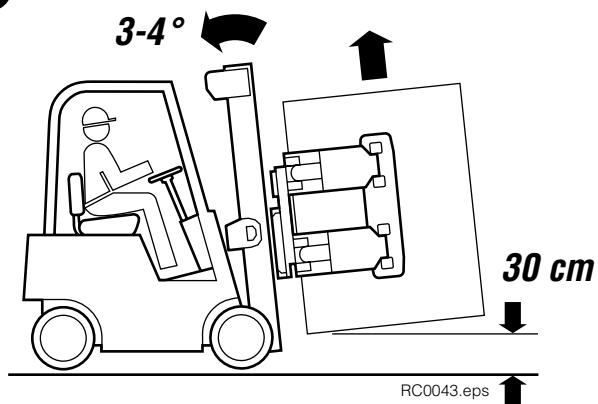


B) Drive forward, touch short arm to roll

C) Clamp with long arm

5-10 cm

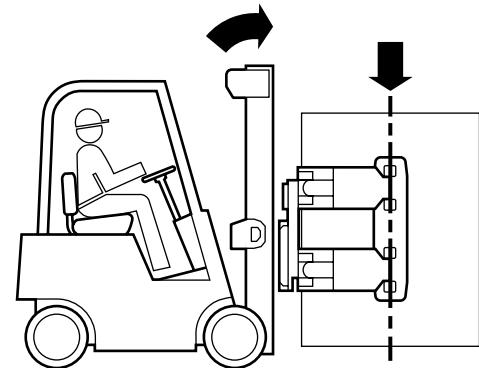
**3** Raise, tilt back for transport



3-4°

30 cm

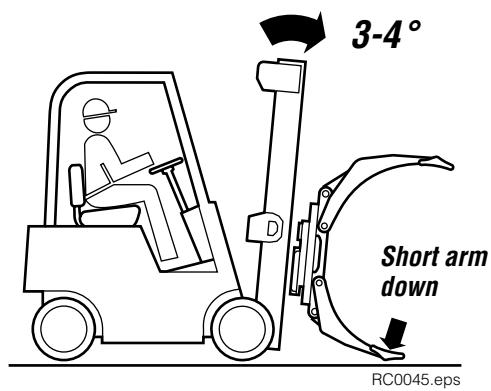
**4** Tilt vertical before lowering to floor



# BILGE (HORIZONTAL) PICKUP

**1**

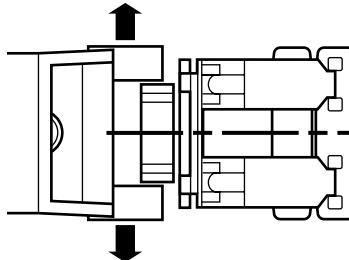
*Tilt, lower Clamp to ground*



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**2**

*Square truck to roll, position Clamp parallel to roll*



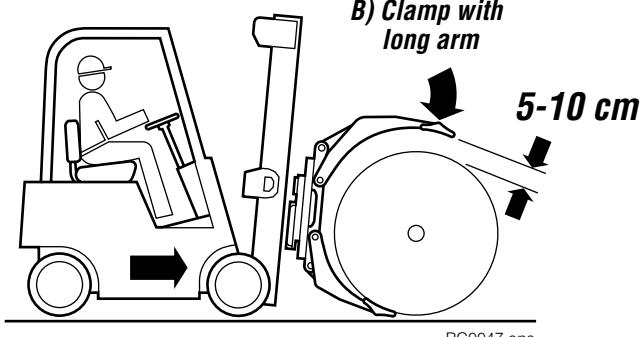
RC0046.eps

**3**

*A) Drive forward, touch short arm to roll*

*B) Clamp with long arm*

*5-10 cm*

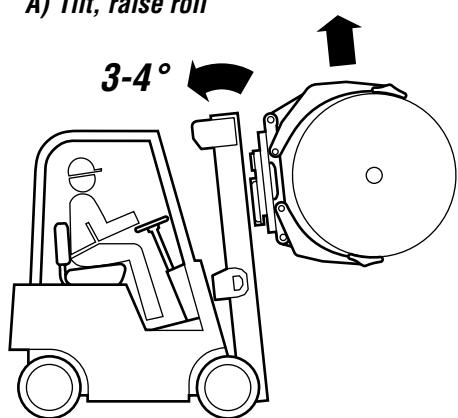


RC0047.eps

**4**

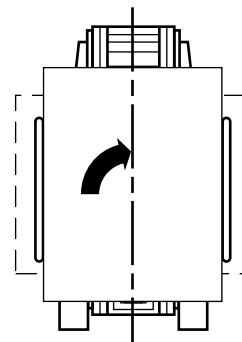
*A) Tilt, raise roll*

*3-4°*



RC0049.eps

*B) Rotate to vertical for transport*

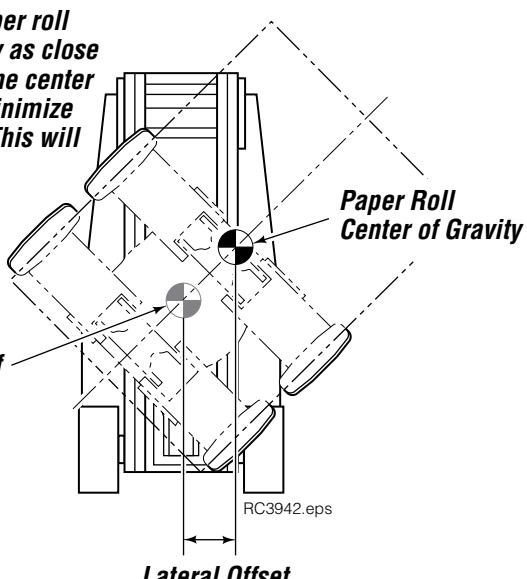


RC0048.eps

*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.*

*Center of Rotation*

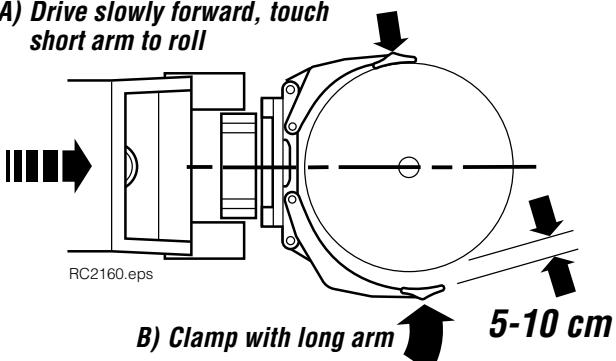
*Paper Roll Center of Gravity*



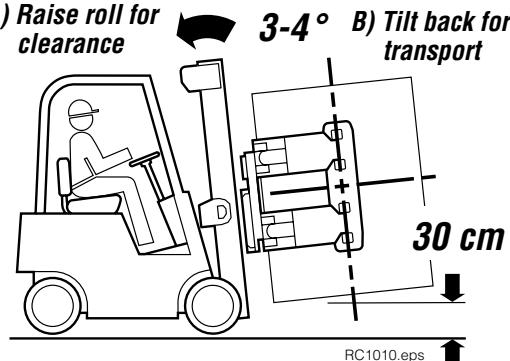
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# STACKING, UNSTACKING

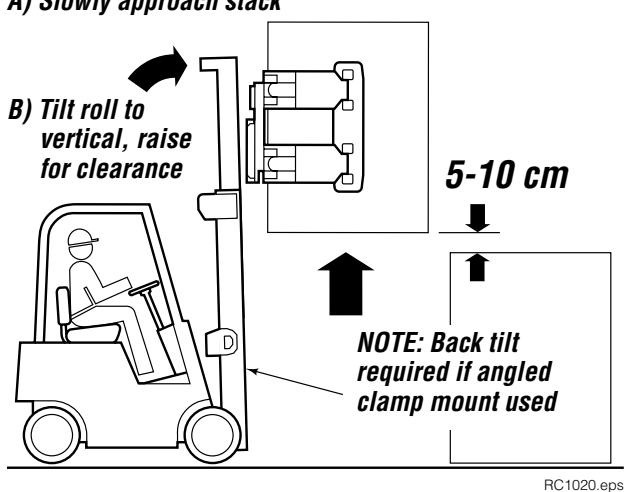
**1** *A) Drive slowly forward, touch short arm to roll*



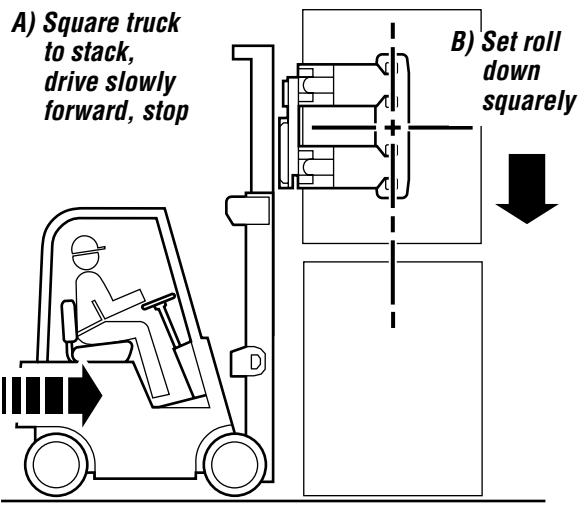
**2** *A) Raise roll for clearance  
B) Tilt back for transport*



**3** *A) Slowly approach stack  
B) Tilt roll to vertical, raise for clearance*

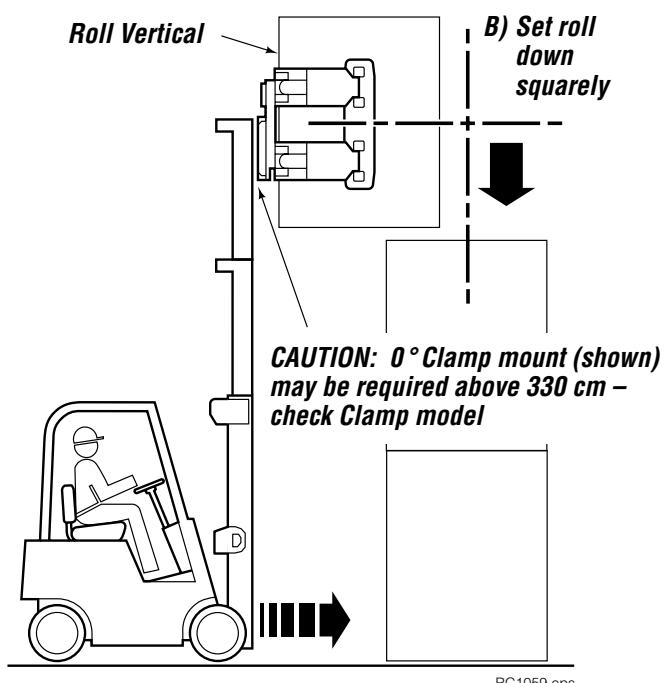


**4** *A) Square truck to stack, drive slowly forward, stop  
B) Set roll down squarely*



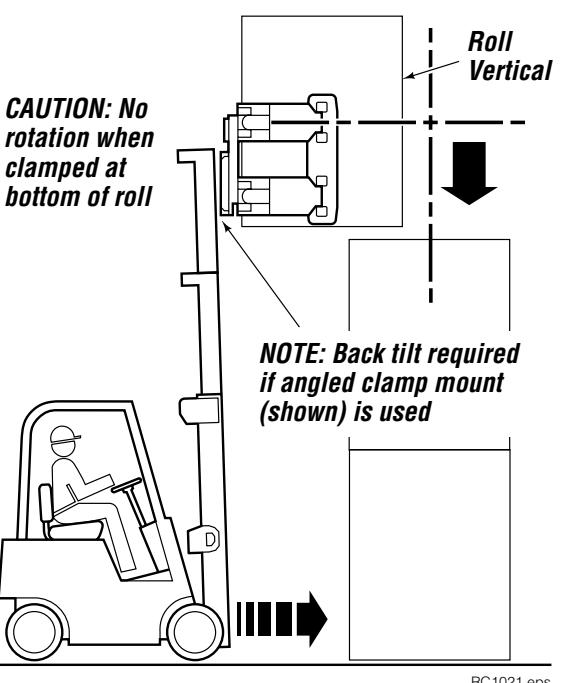
**5** *HIGH STACKING ABOVE TWO ROLLS:*

*A) Square truck to stack, drive slowly forward, stop*



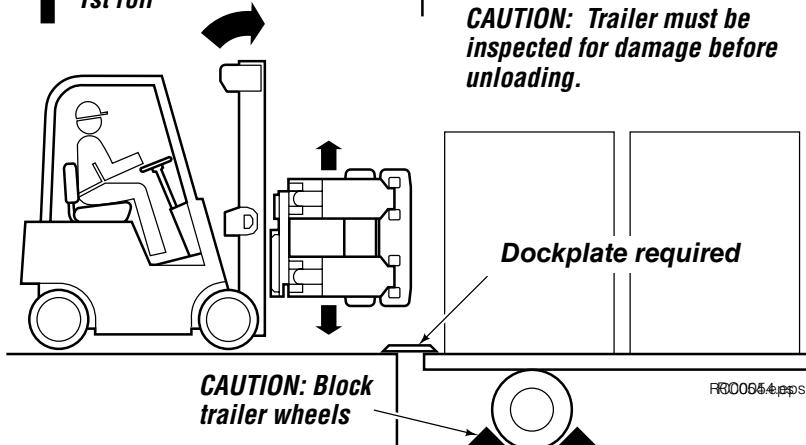
**6** *PADS AT BOTTOM OF ROLL:*

*A) Contact truck OEM to check truck stability  
B) Perform rotation drift test per Cascade TB258*

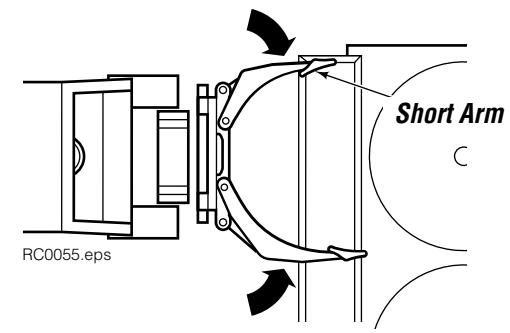


# UNLOADING TRUCK TRAILERS (BREAKOUT)

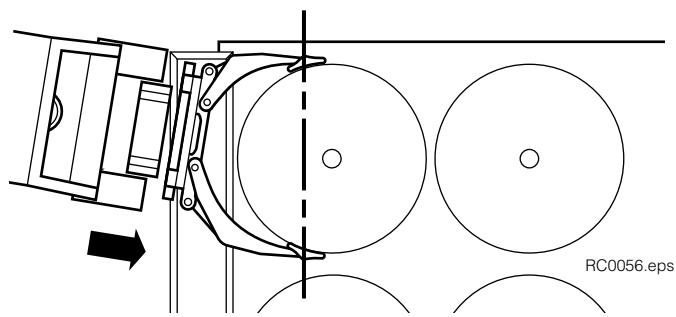
**1** Tilt, center Clamp to 1st roll



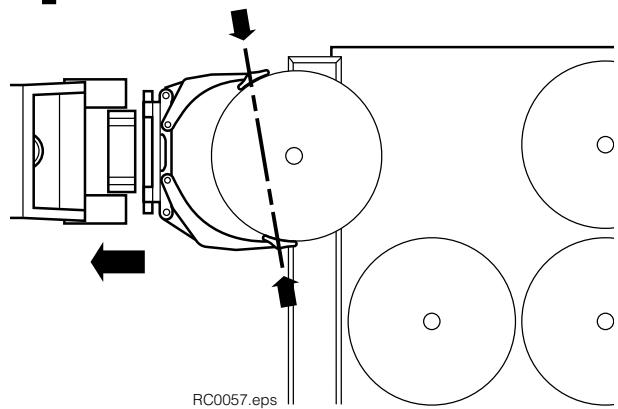
**2** Position arms to roll diameter, short arm toward wall



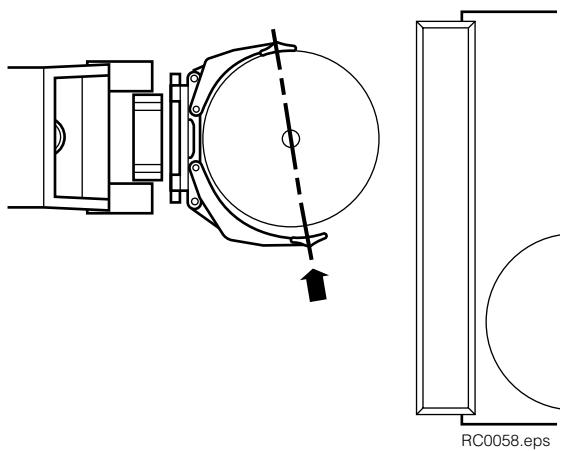
**3** Drive forward, angle truck to grip 1st roll behind centerline



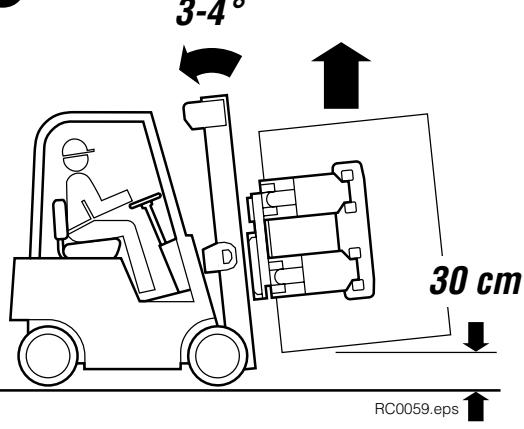
**4** Clamp 1st roll, move back for clearance to re-clamp



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

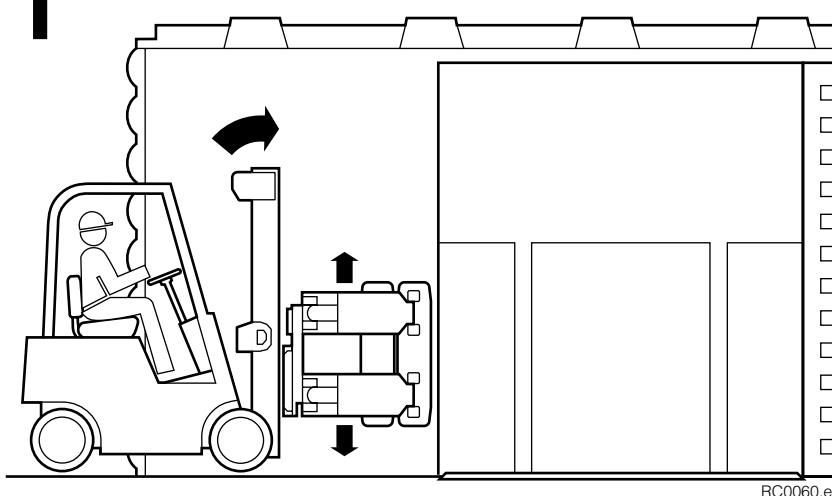


**6** Raise, tilt back for transport 3-4°

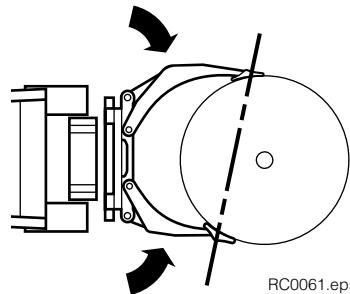


# UNLOADING BOXCARS (BREAKOUT)

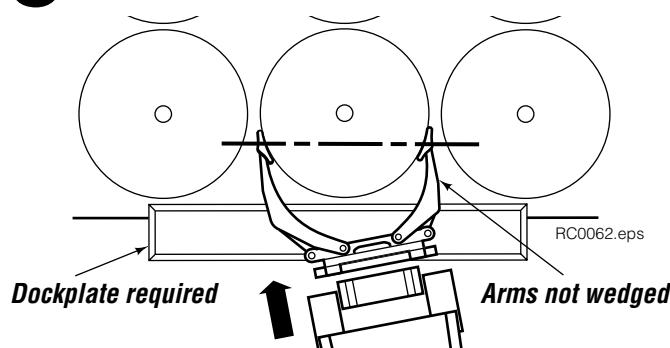
**1** *Tilt, center Clamp to 1st roll*



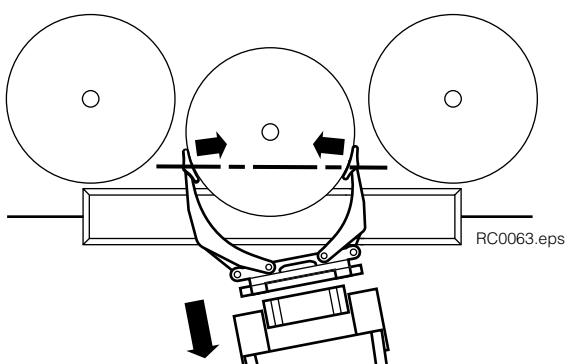
**2** *Position arms to roll diameter*



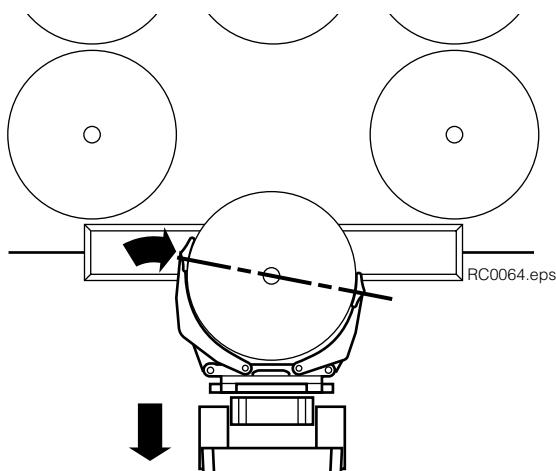
**3** *Drive forward, angle truck to grip roll behind centerline*



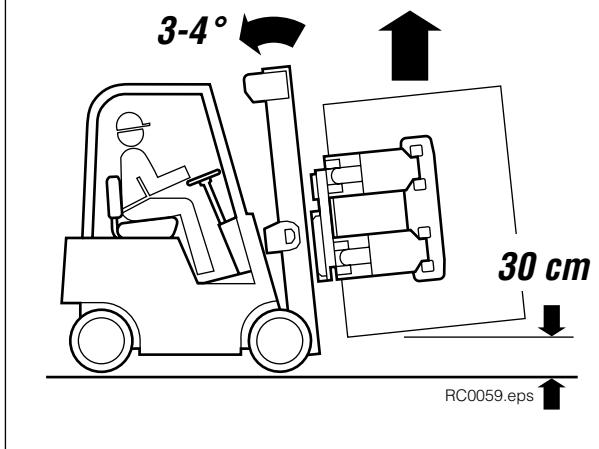
**4** *Clamp 1st roll, move back for clearance to re-clamp*



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

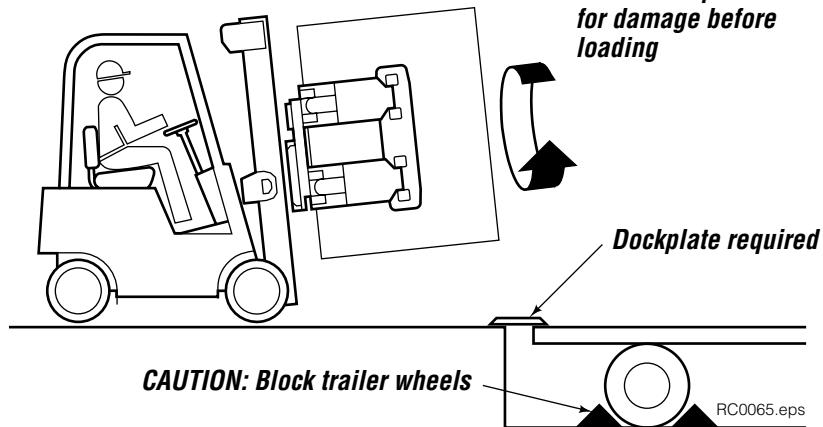


**6** *Raise, tilt back for transport*

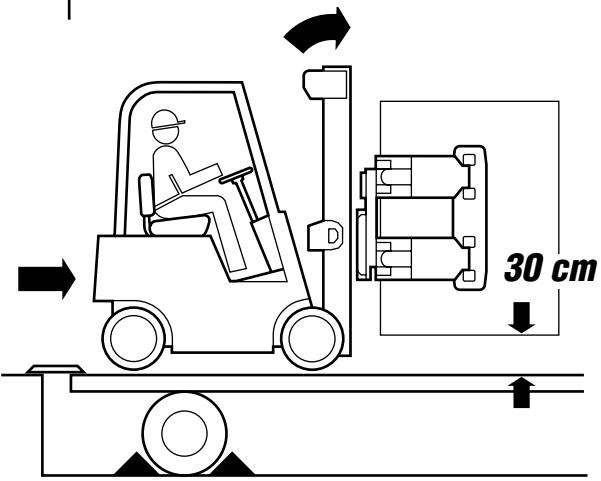


# LOADING TRUCK TRAILERS

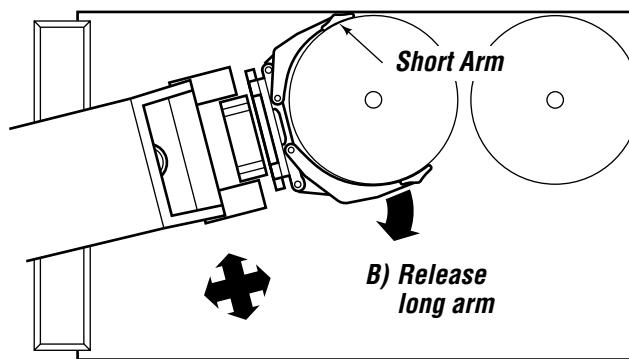
**1** Rotate roll to position short arm toward wall



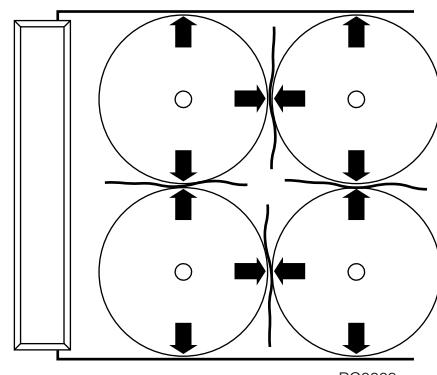
**2** Drive down center of trailer, tilt vertical, brake slowly



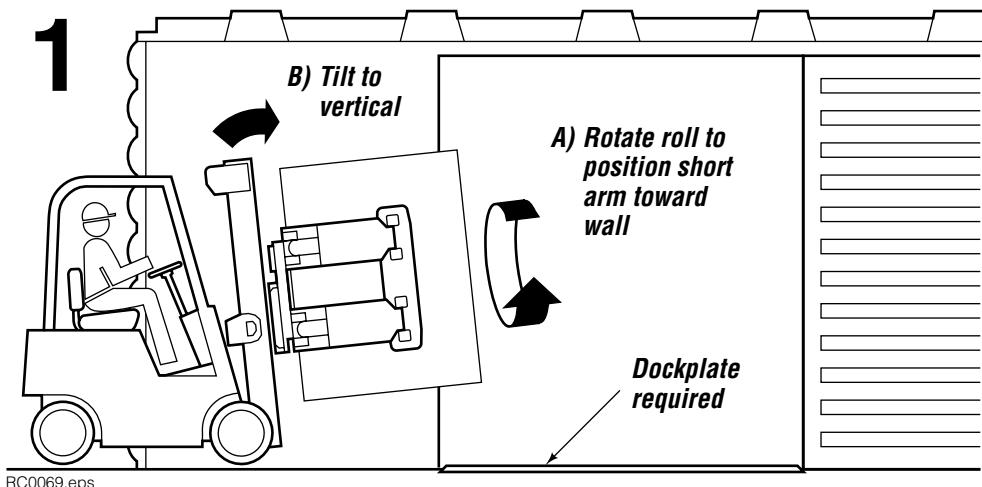
**3** A) Reposition truck to place rolls against wall



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



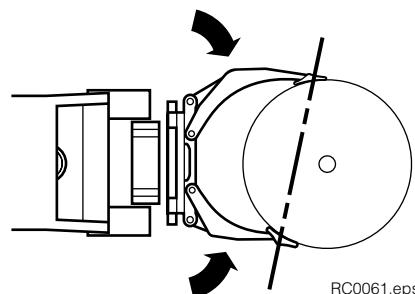
1



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3

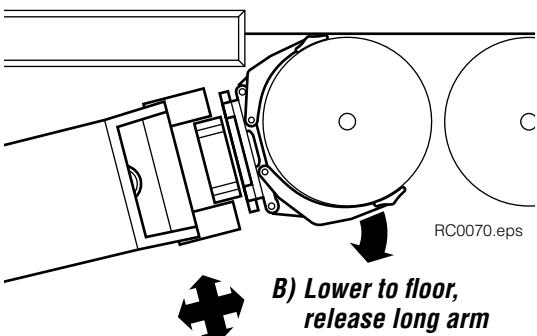
*Position arms to roll diameter, grip last rolls behind centerline*



RC0061.eps

2

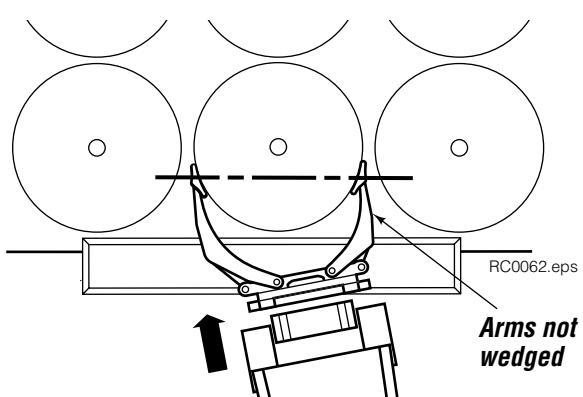
*A) Reposition truck to place rolls against wall*



RC0070.eps

4

*Angle truck to place interior and last rolls*

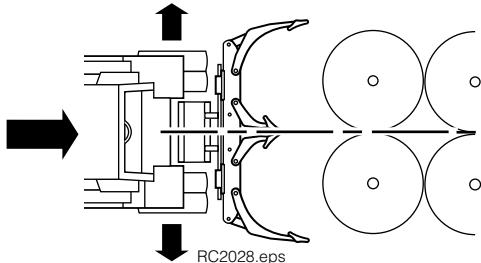


RC0062.eps

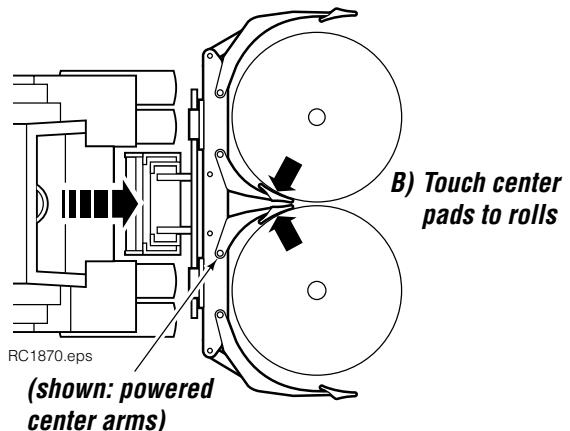
# TOWER CLAMP

## Loading, Transport, Unloading, Stacking

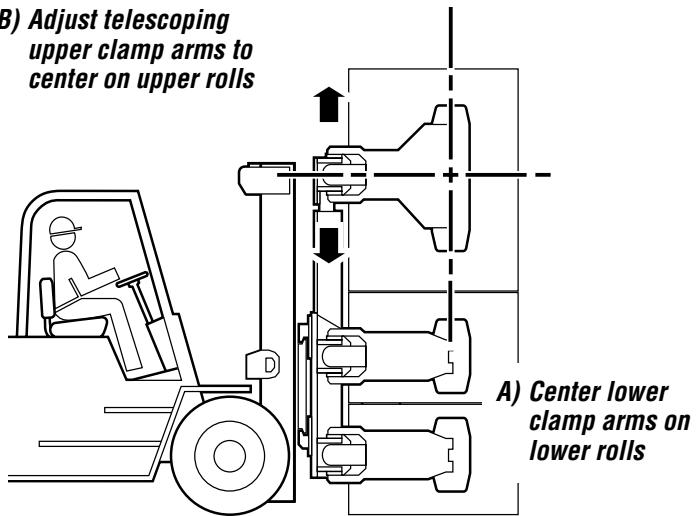
**1** *A) Align truck with rolls  
B) Fully open arms*



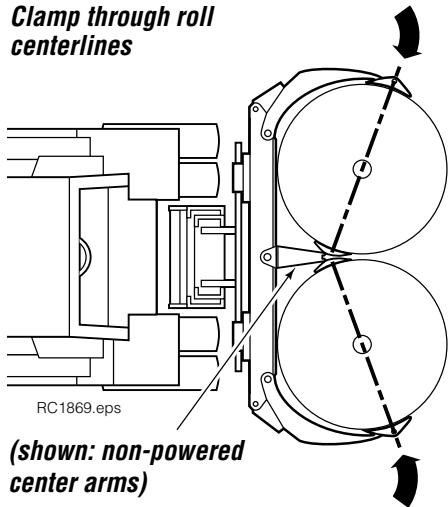
**2** *A) Approach rolls slowly  
B) Touch center pads to rolls*



**3** *B) Adjust telescoping upper clamp arms to center on upper rolls*



**4** *Clamp through roll centerlines*

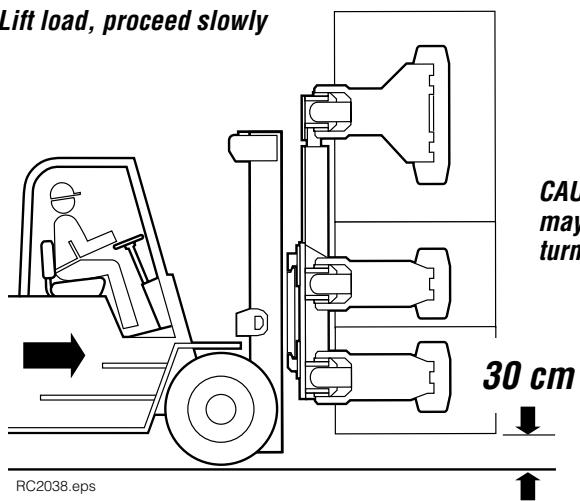


# TOWER CLAMP

## Loading, Transport, Unloading, Stacking

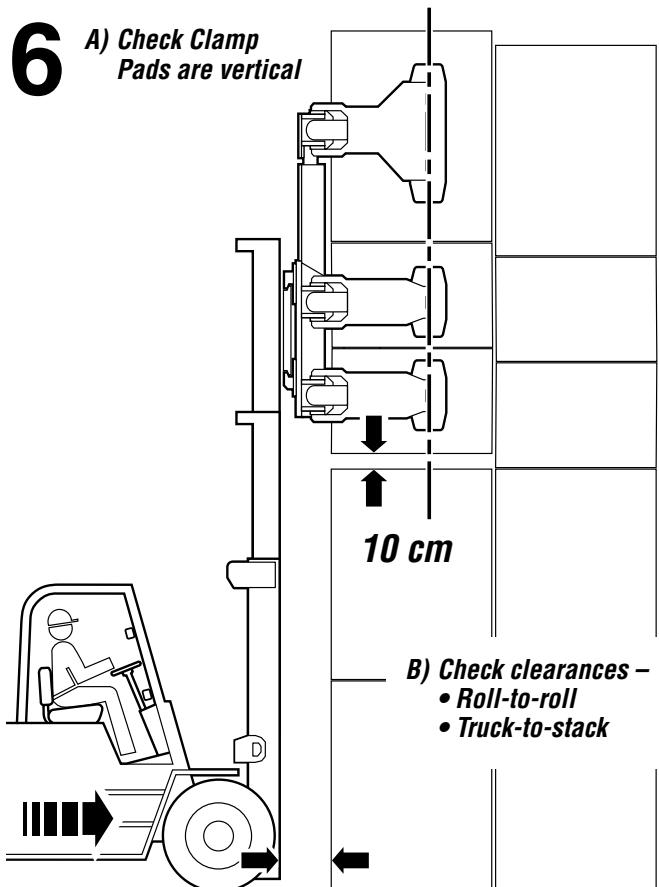
**5**

*Lift load, proceed slowly*

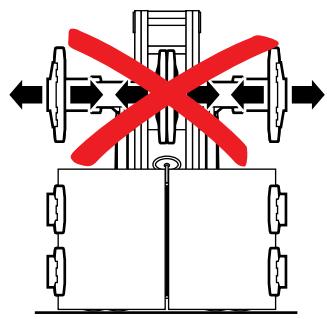


**6**

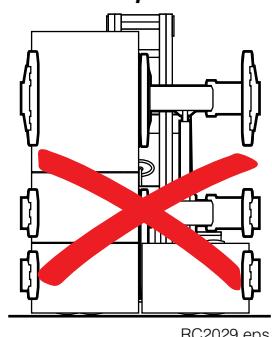
*A) Check Clamp Pads are vertical*



*Shut Off Unused Arms*



*No L-shaped loads*

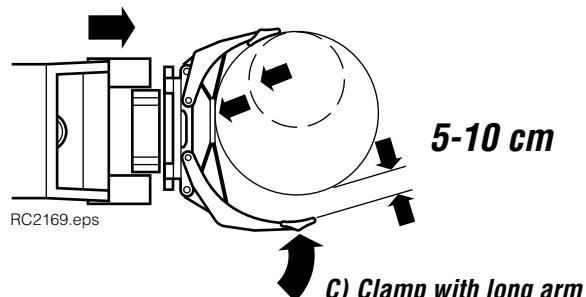


# LOADING WITH ADJUSTABLE BUMPER OPTION

## VERTICAL PICKUP

A) Close arms to approximate roll diameter

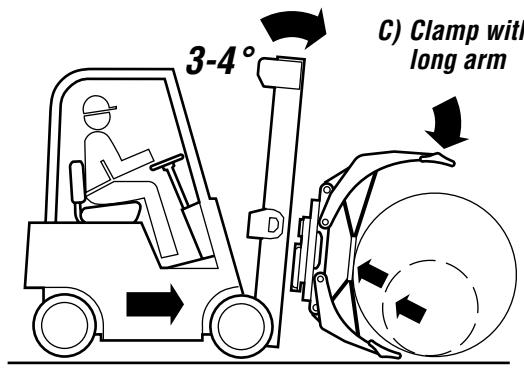
B) Drive forward touching bumper to roll



## BILGE PICKUP

A) Close arms to approximate roll diameter

C) Clamp with long arm



B) Tilt, drive forward touching bumper to roll

D) When clamping with the long arm, allow the truck to move in neutral or with clutch disengaged. The bumper may have a tendency to move the truck forward or backward when adjusting to the roll size.

# LOAD TROUBLESHOOTING

## IF LOAD IS SLIPPING:

1

Check weight of roll is within capacity range of Clamp  
(See nameplate)

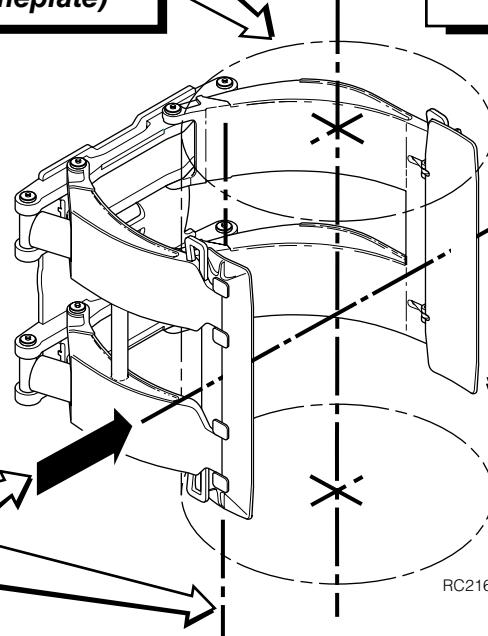
3

Check hydraulic supply pressure and clamp force, see following:

- Appropriate Clamp Service Manual
- Clamp Force Indicator Operator Guide 214750
- Establish Clamp Force TB 284

2

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



4

Check condition and type of contact pad surface, change or 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 or more away from the vehicle which remains in his view, or whenever the operator leaves the vehicle and it is not in his view.

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.

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## AMERICAS

**Cascade Corporation U.S. Headquarters**  
2201 NE 201st  
Fairview, OR 97024-9718  
Tel: 800-CASCADE (227-2233)  
Fax: 888-329-8207

**Cascade Canada Inc.**  
5570 Timberlea Blvd.  
Mississauga, Ontario  
Canada L4W-4M6  
Tel: 905-629-7777  
Fax: 905-629-7785

**Cascade do Brasil**  
Praça Salvador Rosa,  
131/141-Jordanópolis,  
São Bernardo do Campo - SP  
CEP 09891-430  
Tel: 55-13-2105-8800  
Fax: 55-13-2105-8899

## EUROPE-AFRICA

**Cascade Italia S.R.L. European Headquarters**  
Via Dell'Artigianato 1  
37030 Vago di Lavagno (VR)  
Italy  
Tel: 39-045-8989111  
Fax: 39-045-8989160

**Cascade (Africa) Pty. Ltd.**  
PO Box 625, Isando 1600  
60A Steel Road  
Sparton, Kempton Park  
South Africa  
Tel: 27-11-975-9240  
Fax: 27-11-394-1147

## ASIA-PACIFIC

**Cascade Japan Ltd.**  
2-23, 2-Chome,  
Kukuchi Nishimachi  
Amagasaki, Hyogo  
Japan, 661-0978  
Tel: 81-6-6420-9771  
Fax: 81-6-6420-9777

**Cascade Korea**  
121B 9L Namdong Ind.  
Complex, 691-8 Gojan-Dong  
Namdong-Ku  
Inchon, Korea  
Tel: +82-32-821-2051  
Fax: +82-32-821-2055

**Cascade-Xiamen**  
No. 668 Yangguang Rd.  
Xinyang Industrial Zone  
Haicang, Xiamen City  
Fujian Province  
P.R. China 361026  
Tel: 86-592-651-2500  
Fax: 86-592-651-2571

**Cascade Australia Pty. Ltd.**  
1445 Ipswich Road  
Rocklea, QLD 4107  
Australia  
Tel: 1-800-227-223  
Fax: +61 7 3373-7333

**Cascade New Zealand**  
15 Ra Ora Drive  
East Tamaki, Auckland  
New Zealand  
Tel: +64-9-273-9136  
Fax: +64-9-273-9137

**Sunstream Industries Pte. Ltd.**  
18 Tuas South Street 5  
Singapore 637796  
Tel: +65-6795-7555  
Fax: +65-6863-1368

**Cascade India Material Handling P Ltd**  
Sy no 271/8, Ingawale Patil  
Estate,  
Godown No.9,10 & 11, Bhugaon,  
Off Paud Road, Tal Mulshi, Dist  
Pune 411 042

