



Catherine Reels – Electric Drive Electromagnetic Clutch

Installation and Maintenance Manual (Technical Manual No SDM15EB)

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1.0 INTRODUCTION

1.1 Scope of this manual

WARNING

WARNINGS ARE GIVEN WHERE FAILURE TO OBSERVE THE INSTRUCTION COULD CAUSE INJURY TO PEOPLE.

CAUTION

Cautions are given where failure to observe the instruction could result in damage to the equipment or associated equipment.

This manual provides the end-user of Collins Youldon Catherine Reels with full details of the equipment, its installation, use, maintenance and basic repair / spares information. It must be stressed that the proper installation and regular maintenance of the equipment provides the key to long and trouble free use.

In the unlikely event of any operational problems, or for the supply of spare parts, and any technical or usage queries please call our Sales Office on 01480 832200 and they will be pleased to help.

As soon as you take delivery of a Catherine Reel, please copy from the reel nameplate and complete the boxes below. This will enable us to respond quickly to any enquiry you may have.

A. The serial number and model number of the reel from the plate on top of the roller guides.

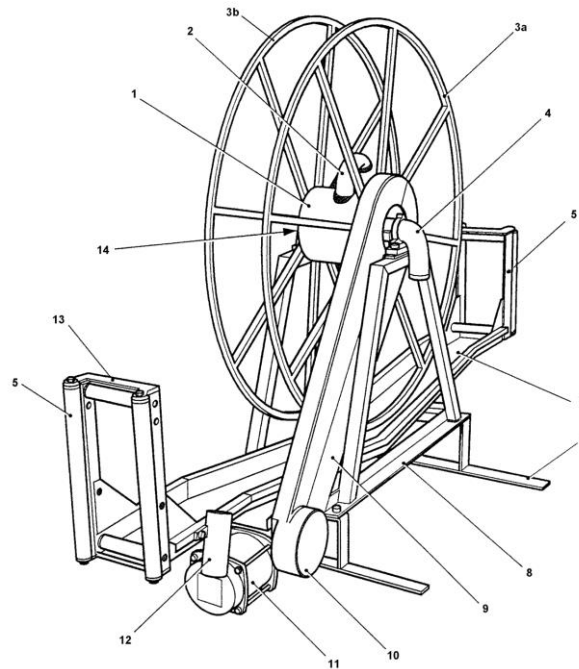
+ Collins Youldon Unit 1 Papworth Business Park Papworth Everard, Cambridge, CB23 3GY Tel: +44 1480 832200 www.supplyplus.com		Supply +	
Model No.		Maximum Working Static Pressure	Bar
Serial No.			Year

B. Please confirm your Catherine reel configuration (delete as appropriate)

Model	Standard or Slimline
Part No. (if known)	
Rewind	Electric 24 V dc or Electric 12 V dc
Clutch	Electromagnetic
Chain	Same side as inlet
Inlet Connection	2"BSP(M)
Delivery hose connection	1½"BSP(M) or 2"BSP(M)

C. Date of Purchase

Collins Youldon has a policy of continual product improvement, and reserves the right to modify the design or materials used at any time in the future.



1	Drum	8	Frame
2	Gooseneck	9	Chain guard
3a	Spoked wheel – inlet side	10	Clutch cover
3b	Spoked wheel – brake bearing side	11	Motor/gearbox assembly
4	Inlet	12	Nozzle holster
5	Hose guide roller assembly	13	Serial number plate
6	Drip tray	14	Brake bearing
7	Transport support legs		

Figure 1 – Catherine reel with electric motor rewind and electromagnetic clutch

1.2 Description

CAUTIONS

- 1** *Connection of the inlet of the hosereel to the fluid supply should be by a flexible hose. Unnecessary strain should not be put onto the inlet of the hosereel pipework from the fluid supply.*
- 2** *The frame should be set down on a flat surface to avoid twisting the frame. When bolting down use packing pieces if necessary.*

The basic hosereel consists of a drum fitted with a fluid path incorporating a swingjoint, see figure 1. The main frame supports the drum assembly. The spoked wheels form the storage area for the hose.

The hosereel is fitted with an electric rewind motor and an electromagnetic clutch, which may have flying leads or ATEX approved with a terminal box. Mechanical clutches are also available, see separate manual.

The clutch provides protection to personnel and to the motor in the event of a hose snag during rewind. All electric motors are installed at the base of the main frame and a chain connects the sprocket on the clutch to a sprocket on the drum assembly.

This manual describes the electric drive Catherine Reels with electromagnetic clutch. Other types of Catherine reel include: Electric rewind with mechanical clutch, hydraulic rewind with or without chain drive, or pneumatic rewind. There is a separate manual for each type.

The basic types are:

HR30	series	1½" inlet reels for 1½" bore hose (discontinued 1987)
HR31	series	2" inlet reels for 2" bore hose
HR32	series	2" inlet reels for 1½" bore hose

All Catherine reel hosereels are supplied in a grey primer epoxy powder coat finish for painting by the tanker builder to customer requirements.

Collins Youldon inspect and test all parts of the hosereel fluid path before despatch. In addition, drive motors are tested and clutches are bedded in.

1.3 Inspection

Inspect the hosereel upon receipt; if there is any damage please notify your supplier and the carrier in writing within 3 days, stating the serial number of the hosereel and your order number.

The hosereel is mounted on temporary transport support feet for delivery purposes only, see figure 1. When these are removed at the time of installation, they can be returned for refund of the deposit charge.

The total weight of the hosereel requires more than one person to lift or move it. In most installations lifting equipment must be used. Lifting instructions are given below.

CAUTIONS

- 1** *The centre of gravity is not central to the hosereel, we recommend that a minimum of two persons assist during the movement or installation of this reel.*
- 2** *Do not attempt to lift the Catherine reel by the drip tray or by the hose roller guides.*
- 3** *Lift the hosereel at the point shown in figure 2 below. It is essential that a spreader bar is used to prevent distortion or damage to the spoked wheels.*

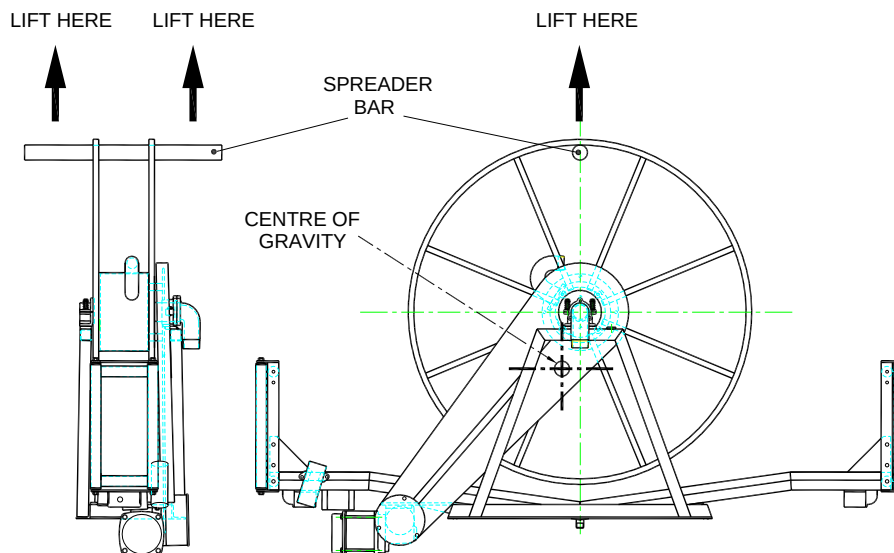


Figure 2 – Lifting with centre of gravity shown

2.0 INSTALLATION

CAUTIONS

- 1 **Care must be taken to avoid distortion of the frame when fitted.**
- 2 **Care must be taken not to exert undue force on the inlet swingjoint when connection is made.**

2.1 Mounting the Hosereel

- 2.1.1 Remove the transport feet. Provide alternative support for the hosereel, ensuring that it does not rest on the motor.
- 2.1.2 Bolt the hosereel frame onto a flat, firm surface. If necessary, use packing pieces to ensure that the frame is not distorted when tightening down. A distorted frame will cause misalignment of the bearings, leading to premature seal wear and problems in service.
- 2.1.3 The hosereel is fitted with a brake bearing, see 4.4. The brake should be tightened sufficiently to prevent the hose over-running during deployment of the hose. To tighten the brake, turn each of the spring bolts in a clockwise direction, making sure to turn each bolt an equal amount at each adjustment.
- 2.1.4 The fluid supply connection to the inlet must be made with a flexible hose. Ensure that the hose is flexible enough to avoid strain on the swingjoint assembly.
- 2.1.5 Ensure that adequate space is left around the hosereel for future service and maintenance purposes.
- 2.1.6 It is recommended that the gooseneck is removed from the fluid path before fitting the hose, see section 4.6.1.
- 2.1.7 The nozzle holster can be fitted to any of the four corners of the drip tray and is provided with a ½" BSP(F) drain connection.

2.2 Connecting the motor

WARNINGS

- 1 **ELECTRIC INSTALLATION ON VEHICLES USED FOR THE CONVEYANCE OF CLASS 1 PETROLEUM PRODUCTS, MUST COMPLY WITH THE CURRENT APPROVED CODE OF PRACTICE FOR THE DESIGN AND CONSTRUCTION OF VENTED, NON-PRESSURISED ROAD TANKERS USED FOR THE CARRIAGE OF FLAMMABLE LIQUIDS.**
- 2 **A CURRENT OF 100mA PASSING THROUGH THE HUMAN BODY FOR ONE SECOND CAN KILL. THIS CAN OCCUR AT VOLTAGES AS LOW AS 35V dc OR 50V dc**
- 3 **A COMPETENT TECHNICIAN MUST CARRY OUT THE ELECTRICAL DESIGN AND INSTALLATION.**

CAUTION

The electrical connection to the motor must be made with a full two cable supply (positive and negative). DO NOT connect either of the cables to the vehicle chassis.

All hosereels with electric motor rewind must be connected to a suitable electrical supply as detailed below:

Note: (i) Motor supply cables must be large enough to carry the current requirement of the motor.
(ii) Motor overload protection must be fitted (such as a circuit breaker with anti-surge fuse).
(iii) Details of the recommended parameters are given in Table 1 below. These sizes allow for a cable length of approximately 7 metres and a voltage drop of 5%.

Table 1 – Electrical Data

Motor voltage	Full load current	Minimum cable size	Overload Protection
12V	75 amp	37/0.71 (15mm ²)	70 amp
24V	38 amp	84/0.30 (6mm ²)	35 amp

2.2.1 Switch off or otherwise isolate the power supply.

2.2.2 Complete the electrical installation using the terminals in the motor connection box and separate connection box on the clutch. Refer to wiring diagram, figure 3.

WARNING

BEFORE CONTINUING WITH THE INSTALLATION SEQUENCE MAKE SURE THAT ALL OTHER PERSONS ARE STANDING AWAY FROM THE HOSEREEL.

WHEN ATEX APPROVED TERMINAL ARRANGEMENTS/ENCLOSURES ARE PROVIDED, IT IS ESSENTIAL TO MAKE CONNECTIONS USING ARMoured CABLE AND EX APPROVED CABLE GLANDS, OTHERWISE THE APPROVAL WILL BE INVALID.

CAUTION

Make sure that there are no tools or other objects on or near any moving parts.

2.2.3 Energise the power supply and check the direction of rotation of the drum. If necessary, this can be changed by reversing the motor supply cables.

NOTE: *When a Collins Youldon switch box is used, ensure that the cable entry points into the rear of the box are sealed to prevent ingress of moisture. If a switch is removed at any time it is important that it is resealed when replaced.*

The electromagnetic clutch has a resistance of 18 ohm (24V) and 4.5 ohm (12V), and can remain switched on for long periods without any deterioration and can be used to prevent rotation of the drum (ie when the vehicle is being driven). This may drain the battery and the clutch should be connected so that it does not operate when the vehicle ignition is turned off.

The motor is not continuously rated and should only be energised to rewind the hose.

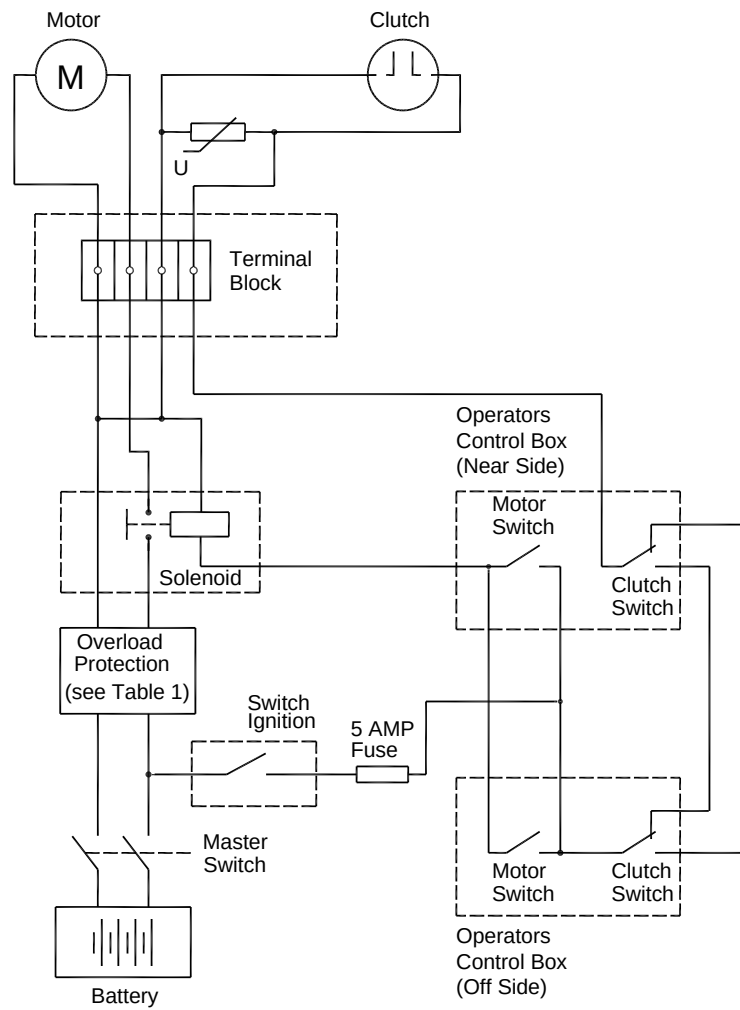


Figure 3 – Wiring diagram

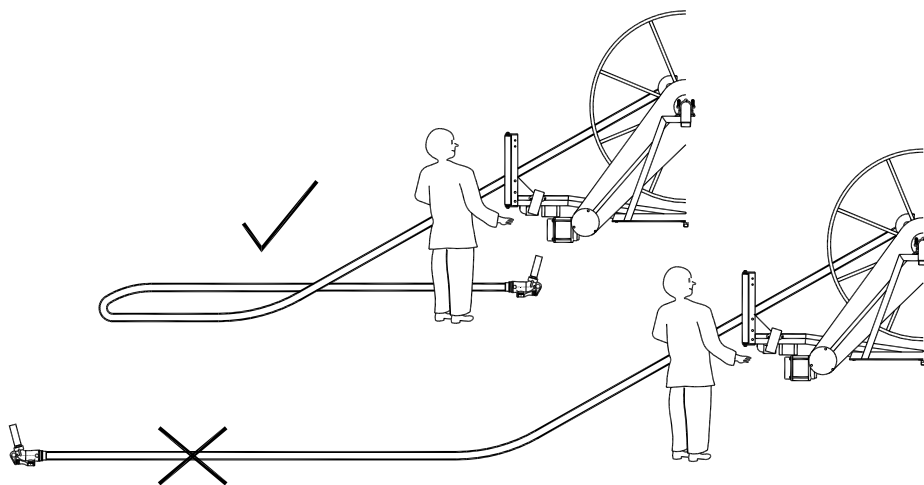


Figure 4 – Rewinding the hose

3.0 OPERATION

WARNING

ALL PERSONS MUST COMPLY WITH THE REQUIREMENTS OF THE HEALTH & SAFETY AT WORK ACT 1974, AND ALSO WITH ANY LOCAL HEALTH & SAFETY INSTRUCTIONS OR PROCEDURES.

3.1 Deploying the hose

Make sure the clutch control (toggle switch) is in the OFF position and the motor switch is not locked ON. Pull the hose from the hosereel with a smooth movement, the reel should run freely without over running. The operator must take care not to allow the hose to become tangled. This could cause a constriction of the hose, or the operator to be impeded by, or trip over, the hose.

3.2 Rewinding the hose

WARNINGS

- 1 TAKE CARE NOT TO TRAP HANDS IN THE HOSE ROLLER GUIDE.**
- 2 BEFORE COMMENCING THE REWIND OPERATION MAKE SURE THAT ALL OTHER PERSONS ARE STANDING AWAY FROM THE HOSEREEL AND THE HOSE.**

CAUTION

- 1 *Make sure that there are no tools or other objects on the surface of the hosereel.***
- 2 *If the hose snags or is obstructed during the rewind procedure it will cause the clutch to slip. Do not allow the motor to run for more than 15 seconds with the clutch slipping. The motor is not continuously rated and must only be used for short periods up to a maximum of 5 minutes at any one time, allow a recovery period between each such run time. DO NOT EXCEED THIS RUN TIME as this may cause burn out of the motor.***
- 3 *Do not drag the nozzle along the ground at any time, it must be carried back to the hosereel before rewinding the hose, see figure 4.***

- 3.2.1 Return the delivery nozzle to a position adjacent to the hosereel, see figure 4.
- 3.2.2 Engage the electromagnetic clutch by setting the clutch toggle switch in the "ON" position.
- 3.2.3 Press in and hold the motor switch to start the rewinding operation.
- 3.2.4 The motor switch may now be turned in a clockwise direction. This 'locks' the switch in the "ON" position.
- 3.2.5 Allowing the hose to run freely between gloved hands, it should be fed evenly across the drum of the hosereel.
- 3.2.6 When the hose is almost completely rewound, turn the motor switch in an anti-clockwise direction to release the 'lock' and switch off.
- 3.2.7 Push and release the motor switch alternatively as required to rewind the remainder of the hose onto the drum. Support the nozzle as it approaches the hosereel and DO NOT allow the nozzle to strike the hosereel, roller guides or control boxes.
- 3.2.8 On completion, switch the motor OFF. Ensure the clutch switch remains in the "ON" position. This will lock the drum so that the hose cannot unwind during transit. The clutch is designed to be continuously energised, however to avoid draining the vehicle battery it should be connected so that it is isolated when the vehicle ignition is off.
- 3.2.9 Finally, store the nozzle in the holster.

4.0 MAINTENANCE

WARNINGS

- 1 BEFORE PROCEEDING, ISOLATE THE VEHICLE ELECTRICAL SUPPLY.**
- 2 A HOSE THAT LEAKS COULD CAUSE INJURY TO OPERATORS.**

CAUTIONS

- 1 *A weak hose could swell under pressure and could cause damage to the hosereel.***
- 2 *Where there is surface contamination of the hose and hosereel i.e. road traffic grime, or frequent hosing down, the hosereel may need to be greased more frequently than suggested.***
- 3 *Do not allow oil to get on to the clutch.***

4.1 Monthly maintenance

- 4.1.1 Lubricate the swingjoint and brake bearings with general purpose grease.
- 4.1.2 Lubricate the drive chain with an appropriate chain lubricant. (remove the plug in the top of the guard, if fitted). Make sure that the drain hole at the bottom of the guard is clear.
- 4.1.3 Check the hose for damage and deterioration during use. Look for any swelling under pressure.
- 4.1.4 Check hose couplings for damage or leakage.
- 4.1.5 Check all electrical switches, boxes and conduits for damage.
- 4.1.6 Check the gearbox assembly for any leaks.

4.2 Six-monthly maintenance

- 4.2.1 Check that all bolts are tight.
- 4.2.2 Release the brake and check the reel for easy rotation, see section 4.4.
- 4.2.3 Remove the top section of the safety guard; see section 4.3 if a plastic guard is fitted. Check the chain tension, there should be +/- 12mm (½") movement of the chain at the midway position. Adjust the chain tension by re-positioning the drive unit as required. Refit the safety guard.
- 4.2.4 Examine the wiring to motor and clutch. Check that all connections to the terminals are tight and that there is no sign of corrosion.

4.3 Removing the plastic chain guard

The chain guard is a 3-part plastic moulding:

top, bottom and clutch cover

There are 3 main mounting points:

2 at the Top (M10 fixings) and 1 at the bottom (M6 fixing)

There are 14 plastic re-usable drive rivets.

5 to hold the clutch cover to the top and bottom mouldings,
2 to hold the mounting brackets to the top and bottom mouldings
7 to hold the top and bottom mouldings to each other.

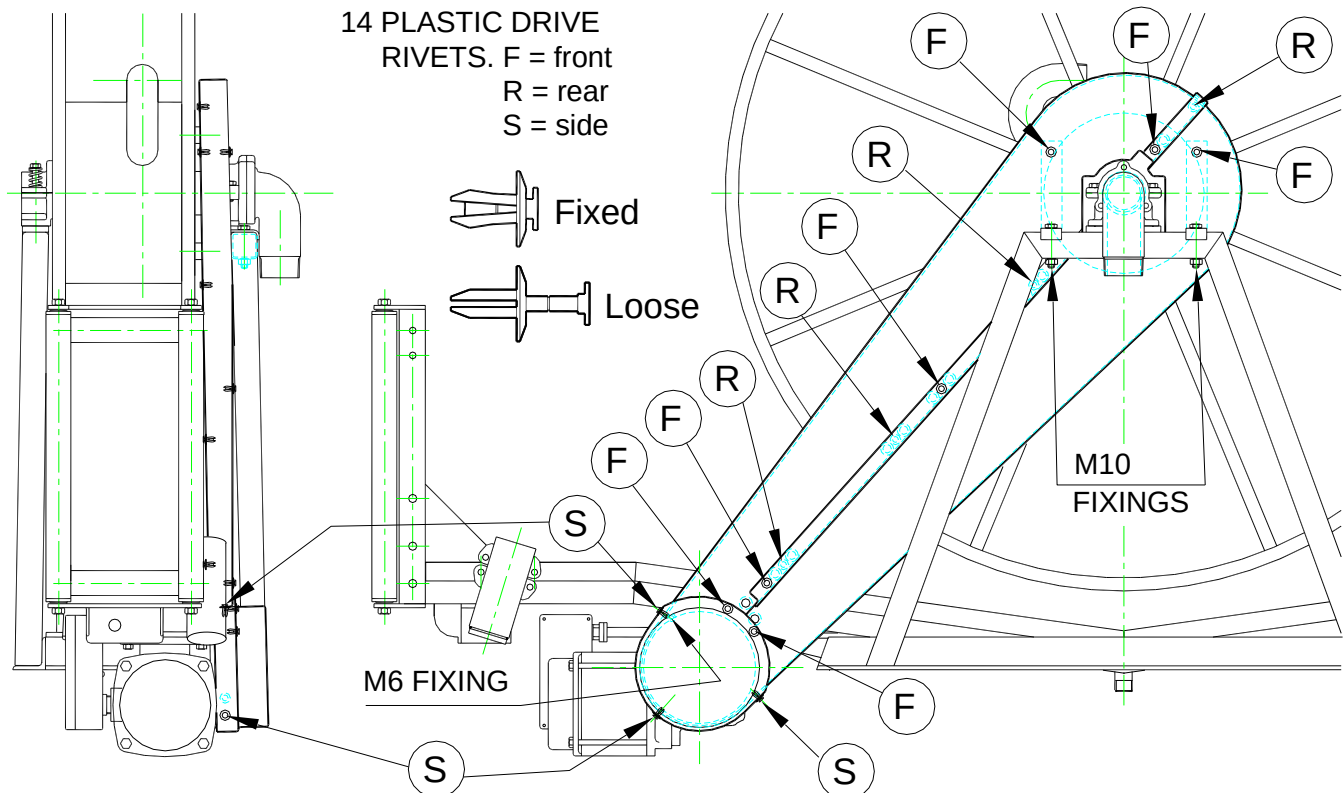


Figure 5 - Plastic chain guard

4.3.1 To remove a plastic rivet use a flat blade screwdriver under the head in one of the two recesses provided. Twist to start the centre peg moving away from the rivet body. Pull the peg out to the indent position, this will allow removal of the rivet from the 6mm dia. fixing hole. **DO NOT** attempt to pull out the rivet until the centre peg is in the withdrawn position.

NOTE: Never enlarge the inner fixing hole diameter, the outer hole may be enlarged to aid assembly.

4.3.2 Remove the clutch cover by removing the 5 plastic drive rivets as described above.

4.3.3 To gain access to the chain for checking of chain tightness it will be necessary to remove the clutch cover and at least the top moulding. First remove the clutch cover as above. Remove the 7 drive rivets which hold the two mouldings together, the M10 bolt from the top moulding mounting bracket and the M6 fixing at the bottom behind the clutch. The top moulding can then be lifted off.

4.3.4 If it is necessary to remove the bottom moulding at any time, remove the remaining M10 fixing in the bracket of the bottom moulding top fixing point.

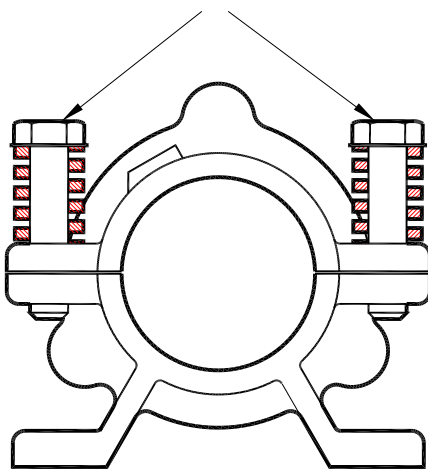
4.4 Brake bearing

The hosereel is fitted with a brake bearing on the opposite side to the inlet. When this is released the hosereel drum should rotate freely. The brake should be tightened to give sufficient friction to prevent the drum turning under the weight of the hose.

4.4.1 Adjusting the Brake

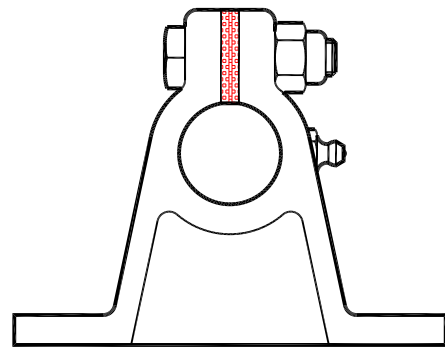
To tighten the brake, turn each of the spring bolts in a clockwise direction, making sure to turn each bolt an equal amount at each adjustment, see figure 6 below. Earlier models of hosereel were fitted with a brake bearing with a single pinch bolt and can be upgraded to the later version if preferred.

ADJUST BOTH BOLTS CLOCKWISE
TO TIGHTEN BRAKE



2" diameter brake bearing

OLD STYLE BRAKE BEARING
(SHOWN FOR IDENTIFICATION
PURPOSES ONLY)



1.1/16" or 1.5/16" diameter brake bearing

Figure 6 – Brake bearing adjustment

4.5 Electromagnetic clutch

A decrease in the efficiency of the clutch could be due to oil contamination or wear to the clutch plate. This results in clutch slippage or the pulling strength of the reel being weakened. To clean the clutch plate or close the air gap follow the procedures in the following sections.

WARNINGS

- 1 BEFORE CARRYING OUT ANY WORK ISOLATE THE VEHICLE ELECTRICAL SUPPLY.**
- 2 DURING THE PROCEDURE GIVEN BELOW, THE CLUTCH FACES WILL BECOME HOT.**
- 3 BEFORE CARRYING OUT THE 'BEDDING – IN' OPERATION MAKE SURE THAT ALL OTHER PERSONS ARE STANDING AWAY FROM THE HOSEREEL.**

CAUTIONS

- 1 *Make sure that there are no tools or other objects on the surface of the hosereel.***
- 2 *Switch off the clutch for 30 seconds after every minute to allow any metal dust to fall clear.***

4.5.1 Bedding in the clutch

CAUTION:

The motor is NOT rated for continuous running – it should only be run for a few minutes at a time. If left energised for more than 5 minutes it will overheat and be irreparably damaged.

4.5.1.1 Switch on the motor.

4.5.1.2 Engage the clutch and prevent the reel from rotating (pull back on the hose). This allows the faces of the clutch to rub together.

Note:

- On a new clutch this operation should achieve maximum torque after approximately 2 minutes, occasionally it may require up to 4 minutes. The clutch is designed for a torque of 100Nm and is checked on assembly to give a pull of 45 kg [100 lbf] at the rim of the spoked wheel.*
- A small amount of oil contamination may be cleaned from the clutch plate by using this process.*
- This procedure should be followed after replacing or dismantling the clutch.*

4.5.2 Replacing the clutch

4.5.2.1 Isolate the electrical supply and remove the clutch guards as required, see figure 5 if a plastic guard is fitted.

4.5.2.2 Unscrew the centre cap head bolt (5mm hex key) and remove the retaining plate.

4.5.2.3 Pull off the rotor assembly. If the rotor assembly is tight, use an extractor kit (Part No.7744.00.TOOL) to make the task easier. DO NOT use screwdrivers or bearing extractor tool, etc in the air gap to prise off the rotor. This will damage the clutch face beyond repair.

4.5.2.4 Remove the key, spacing collar and shims (if fitted).

4.5.2.5 Pull off the armature, taking care not to distort it. If armature is tight, use extractor tool.

CAUTION: The clutch rotor assembly and key **MUST** be removed before attempting to remove the armature.

NOTE: With the clutch dismantled check that:

- (i) the clutch plate surfaces are flat
- (ii) if there is oil contamination, wash the plates and the hub in paraffin, or similar.

4.5.2.6 Rectify faces of the clutch plates, clean armature, and shaft surface, if necessary.

4.5.2.7 Refit the armature assembly, spacer collar, shims, rotor and other components to the gearbox shaft in the reverse order to which they were removed.

NOTE: Use a small amount of "Loctite" (or similar) on the retaining cap head screw taking care not to over tighten, otherwise the circlip against which the armature rests can be forced out of its groove in the gearbox output shaft.

4.5.2.8 Using a feeler gauge, check the air gap as shown in figure 7. i.e. 0.25mm [0.010"]. If an ATEX type clutch is fitted it will be necessary to slide back the shroud by removing 3 countersunk head screws in order to gain access to the air gap. If the gap is incorrect it will be necessary to remove the retaining cap head screw to gain access to the spacer collar and shims, if fitted. To reduce the air gap remove shims or carefully/squarely trim the spacer collar to shorten. To increase the air gap add shims to the assembly.

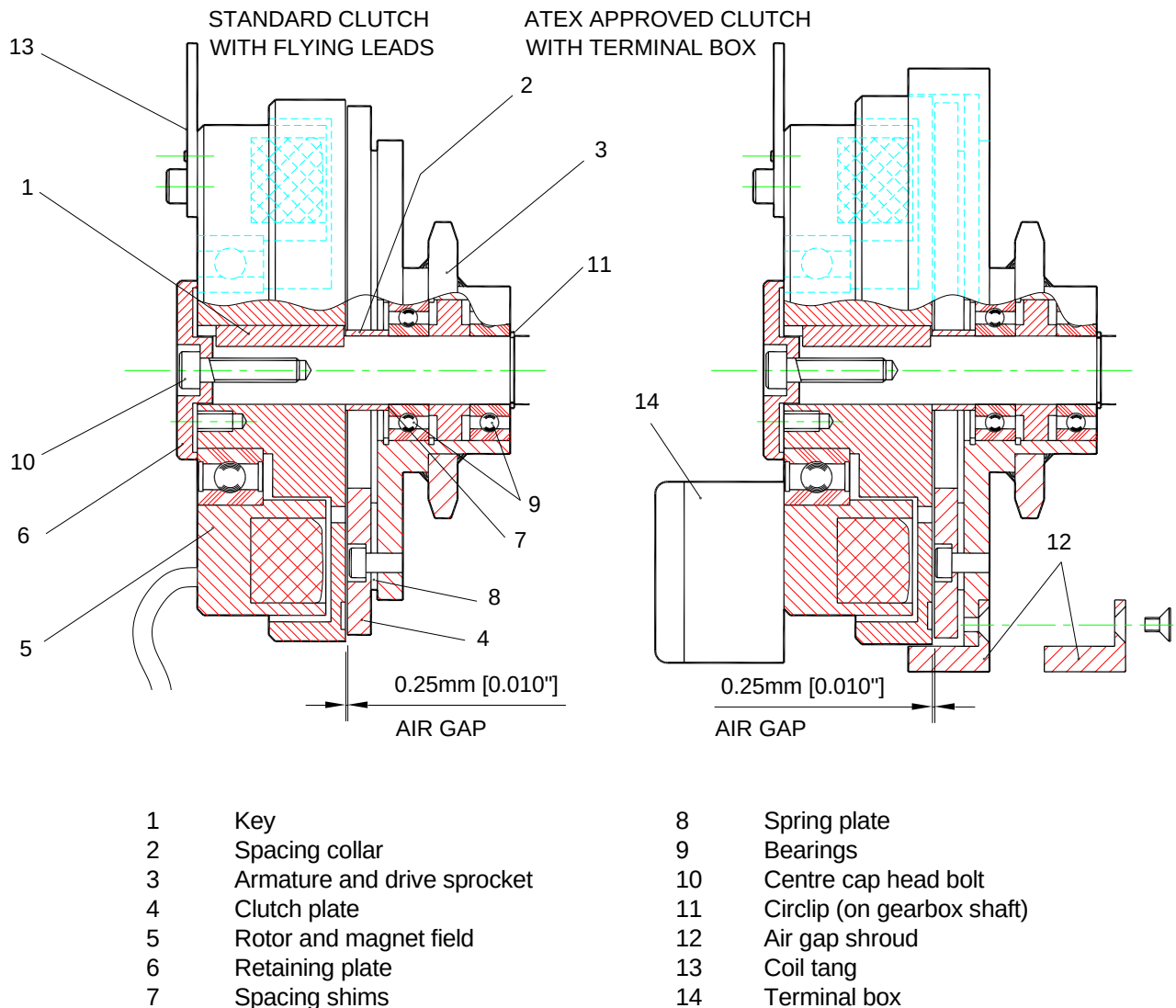


Figure 7 – Electromagnetic clutch

WARNING

BEFORE CONTINUING WITH THE 'BEDDING-IN' OPERATION MAKE SURE THAT ALL OTHER PERSONS ARE STANDING AWAY FROM THE HOSEREEL.

CAUTION

Make sure that there are no tools or other objects on the surface of the hosereel. Ensure the Forked Tang is located in the cut out of the restraining bracket to prevent rotation of the rotor and magnetic field.

4.5.2.9 Reconnect the electrical supply and carry out the "Bedding-In" procedure as detailed at 4.5.1. Lock the reel by pulling back on the hose to cause the clutch to slip

4.5.2.10 Refit all guards upon completion. Refer to figure 5 if a plastic guard is fitted.

4.6 Swingjoint / fluid path assembly

The Collins Youldon Catherine Reel has been designed so that the inlet, gooseneck and/or bearing housing can be replaced without removing the drum from the frame of the reel. Replacement of the spindle and/or shaft will however, require removal of the drum from the frame.

Leaking product may be due to a worn inlet seal or component. The inlet seal may need occasional replacement but if the hosereel frame is twisted this will lead to irregular wear of swingjoint components. Before replacing worn parts ensure that the frame alignment is correct, see Installation section 2.1.2 and contact our Sales Department for advice.

The following sketch has been included for illustration purposes only and may not reflect precisely the configuration of your reel.

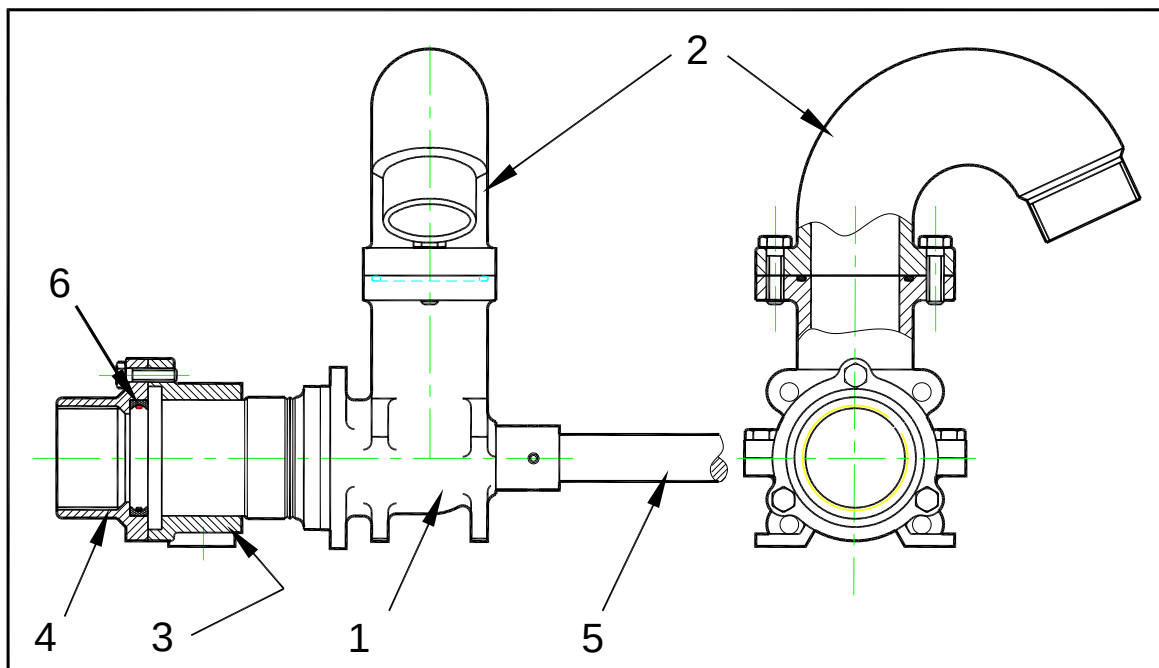


Figure 8 – Typical swingjoint / fluid path assembly

Key to parts

- 1 Spindle
- 2 Gooseneck
- 3 Bearing housing
- 4 Inlet
- 5 Shaft
- 6 Chevron seal (or o-ring seal – see appendix 1)

Full details of swingjoint / fluid path parts lists are contained in appendix 1

WARNING

BEFORE CARRYING OUT ANY WORK, ISOLATE THE VEHICLE ELECTRICAL SUPPLY AND PRODUCT SUPPLY.

4.6.1 Replacing the gooseneck or gooseneck seal

Equipment: 17mm A/F spanner, suitable tools for removing and re-fitting the delivery hose, thread sealant and 1 new seal (check type is correct for your model of hosereel).

- 4.6.1.1 Drain the delivery hose and fully unwind it from the drum. Remove the two bolts and shakeproof washers which secure the gooseneck (still attached to the delivery hose), noting the orientation of the gooseneck for future use.
- 4.6.1.2 If replacing the gooseneck remove it from the delivery hose taking care not to damage/crush the gooseneck when removing the hose. Connect the delivery hose to the new gooseneck using suitable tools and thread sealant as required. Take care not to damage/crush the gooseneck when fitting the hose.
- 4.6.1.3 Remove the seal from inside the groove, taking care not to scratch the bottom of the o-ring groove.
- 4.6.1.4 Wipe all parts clean, fit new seal into groove and refit gooseneck holding down with the two bolts removed in step 1 and check for any leaks from the fluid path.

4.6.2 Replacing the inlet o-ring or chevron seal in 2" swingjoints

Equipment: 13mm A/F spanner and a new seal (check type is correct for your model of hosereel).

- 4.6.2.1 Drain the delivery hose and remove the inlet hose from the hosereel inlet.
- 4.6.2.2 Remove the 3 bolts and shakeproof washers securing the inlet and pull off the inlet to expose the seal.
- 4.6.2.3 Remove the old seal from the end of the spindle, taking care not to scratch any of the sealing faces.
- 4.6.2.4 Wipe all parts clean and fit the new seal. O-ring seals locate into the groove on the spindle, chevron seals locate in the inlet.
- 4.6.2.5 Apply a little grease to the mating parts of the seal and carefully push the inlet back into position, locate with the 3 bolts previously removed, taking care not to damage the seal.
- 4.6.2.6 Refit 3 bolts and tighten firmly, reconnect the hose to the inlet and check for leaks.

NOTE:

If leakage still occurs after replacement of the seals it is possible that other components of the swingjoint are worn and may need replacement. Please contact our Sales department for further assistance.

4.6.3 Replacing the inlet

- 4.6.3.1 Drain the delivery hose and remove the inlet hose from the hosereel inlet.
- 4.6.3.2 Remove the 3 bolts and shakeproof washers securing the inlet and pull off the inlet to expose the seal. Wipe all parts clean and if required fit a new seal into the inlet.
- 4.6.3.3 Apply a little grease to the mating parts of the seal and carefully push the inlet back into position, locate with the 3 bolts previously removed, taking care not to damage the seal.
- 4.6.3.4 Refit 3 bolts and tighten firmly, reconnect the hose to the inlet and check for leaks.

4.6.4 Replacing the bearing housing

Equipment 2 x 13mm A/F spanners. 17mm A/F spanner. Flat bladed screwdriver. Suitable equipment to lift/support the hosereel drum. Suitable tools for removing and refitting the inlet hose. Thread sealant.

- 4.6.4.1 Isolate the electrical supply and drain the delivery hose.
- 4.6.4.2 To reduce the weight of the drum to be supported during bearing replacement, unwind the delivery hose fully from the drum.
- 4.6.4.3 Remove the clutch cover on the chain guard, and remove the top half of the guard. On hosereels with steel chain guards, these parts are fixed with pan head screws. For plastic guards see section 4.3 for removal and re-fitting instructions
- 4.6.4.4 Slacken the chain fully by loosening the 4 bolts on the drive unit mounting flange and moving the drive unit towards the centre of the frame.
- 4.6.4.5 Support the drum, using appropriate equipment and remove the inlet from the hosereel inlet.
- 4.6.4.6 Remove 3 bolts and shakeproof washers securing the inlet to the bearing housing, and remove the inlet.
- 4.6.4.7 Remove the 2 bolts and shakeproof washers which connect the two halves of the bearing housing and lift off the top of the bearing housing.
- 4.6.4.8 To allow the drum to be tilted for removal of the bottom half of the bearing housing, loosen the bolts securing the brake bearing to the top of the A-frame (on the opposite side of the drum to the spindle bearing), by several turns – but do not remove them
- 4.6.4.9 Remove the nuts and shakeproof washers, which secure the bottom half of the bearing housing to the top of the hosereel A-frame.
- 4.6.4.10 Using appropriate equipment, carefully lift the drum until the bottom half of the bearing can be lifted off the captive studs in the A-frame and the new part fitted in its place. Refit nuts and shakeproof washers and tighten.
- 4.6.4.11 Lower the drum and fit the new bearing housing top, refitting and tightening the two bolts and shakeproof washers.
- 4.6.4.12 At the opposite side of the drum, retighten the bracket bearing fixing bolts (or hydraulic motor bracket fixing bolts).
- 4.6.4.13 Refer to section 4.6.2 regarding replacement of the inlet seal (and the two types of seal that may be fitted).
- 4.6.4.14 Apply a little grease to the mating parts of the seal and put the inlet in position, locating with the 3 bolts and shakeproof washers. If the spindle has the o-ring type seal, take care not to damage the o-ring when positioning the inlet.
- 4.6.4.15 Tighten the 3 bolts evenly until secure and reconnect the inlet hose to the inlet using thread sealant as required.
- 4.6.4.16 Re-tension the drive chain by moving the drive unit outwards from the frame centre until there is +/- 12mm [$\frac{1}{2}$ "] side movement of the chain at the mid-point in its tightened position. Once this has been achieved, tighten the 4 drive unit fixing bolts.
- 4.6.4.17 Refit the chain guard.
- 4.6.4.18 Check the reel turns freely when the hose is pulled out. If necessary adjust the brake as described in section 4.4.
- 4.6.4.19 Re-connect the electrical supply and check that the rewind operation works correctly and check for any leaks in the fluid path.

4.6.5 Replacing the spindle and/or shaft (inside the drum)

- Equipment: 2 x 13mm A/F spanner, 2 x 17mm A/F spanners. Flat bladed screwdriver. Hammer. Suitable drifts to remove and refit 4mm [5/32"] and 6mm [1/4"] diameter spring dowels. Suitable equipment to lift the hosereel drum assembly. Suitable tools for removing and refitting the inlet and delivery hoses. Thread sealant.
- 4.6.5.1 Follow the instructions for chain guard removal, see section 4.3, bearing housing removal, see section 4.6.4 and swingjoint inlet removal, see section 4.6.2.
 - 4.6.5.2 Slacken the drive chain fully by loosening the 4 bolts on the drive unit mounting flange and moving the drive unit towards the centre sprocket or disconnect the chain joining link to remove the chain from the sprockets.
 - 4.6.5.3 With the inlet hose removed, the swingjoint inlet removed and the top of the bearing housing removed, remove the 2 bolts and shakeproof washers securing the brake bearing to the top of the A-frame (opposite side to the spindle bearing housing).
 - 4.6.5.4 The drum assembly should now be free to be lifted out of the frame. Using appropriate equipment carefully lift the drum assembly off the A-frame and down to a suitable work place.
 - 4.6.5.5 Undo the 4 studs/Nyloc nuts to separate the two spoked wheels and remove the drum to reveal the spindle attached to the inlet side spoked wheel.
 - 4.6.5.6 Remove the 4 bolts, shakeproof washers and nuts to detach the spindle from the spoked wheel.
 - 4.6.5.7 Using a suitable drift, remove the 5/32" diameter spring dowel and the 1/4" diameter spring dowel, which secure the shaft into the socket on the rear of the spindle casting. Once the dowels are removed the shaft can be pulled out of the socket.
 - 4.6.5.8 Fitting the new spindle is the reverse of the above procedure. Push the shaft fully home into the socket of the spindle. Drill a 6.5mm diameter hole through both components (avoiding any original hole if the shaft is being re-used). The 1/4" diameter spring dowel must be driven into the hole to lock the shaft and the spindle together. The 5/32" diameter spring dowel must then be driven down the centre of the 1/4" dowel to provide additional security.
 - 4.6.5.9 If the shaft is being replaced you must ensure that it has the same dimensions as the one being removed, as it must be a snug fit in the hole in the spoked wheel – this supports the non-inlet side of the drum assembly.
 - 4.6.5.10 When refitting the inlet refer to section 4.6.2 regarding replacement of the inlet seal. Apply a little grease to the mating parts of the seal and put the inlet in position, locating the 3 bolts and shakeproof washers. If the spindle has the o-ring type seal, take care not to damage the o-ring when positioning the inlet.
 - 4.6.5.11 Tighten the 3 bolts evenly until secure. Reconnect the inlet hose to the inlet, using thread sealant as required.
 - 4.6.5.12 Position the gooseneck on the spindle in the same orientation as the original, locating with 2 bolts and shakeproof washers. Tighten the bolts evenly until secure.
 - 4.6.5.13 Refit and re-tension the chain, see section 4.6.4.16. Then refit the chain guard and clutch cover.
 - 4.6.5.14 Check that the reel turns freely when the hose is pulled out. If necessary, adjust the brake bearing, see section 4.4.
 - 4.6.5.15 Check that the rewind operation works correctly and check for any leaks from the fluid path.

4.7 Replacing the Motor or Motor & Gearbox

WARNING

THIS WORK SHOULD BE CARRIED OUT BY A COMPETENT ELECTRICAL TECHNICIAN. READ ALL WARNINGS AND CAUTIONS AT SECTION 2.2

- 4.7.1 Isolate the electrical supply to the hosereel. Remove 4 x 3/8"UNC nuts (14) and shakeproof washers (15) from the studs (13) retaining the motor to the gearbox and withdraw the motor from the gearbox, taking care not to damage the mounting face of the gearbox.

NOTE:

Remove only the nuts from the studs NOT the bolts that run the length of the motor between the endplates.

- 4.7.2 Ensure that the voltage of the replacement motor is the same as the motor being removed, by referring to the rating plates of both motors.
- 4.7.3 Fit the motor to the gearbox mating faces. Ensure the key in the motor shaft is aligned to the keyway in the gearbox shaft and locate the 4 motor studs (13) into the gearbox fixing holes.
- 4.7.4 Replace the 4 x 3/8"UNC nuts (14) and shakeproof washers (15) and tighten to finally re-assemble.
- 4.7.5 Re-connect the new motor and test run to check the direction of rotation of the drum. If necessary this can be changed by reversing the motor cables.
- 4.7.6 To remove the motor gearbox assembly it will be necessary to remove the chain guard, see section 4.3. Disconnect and remove the clutch from the gearbox shaft, refer to section 4.5. The assembly can be removed by removal of 4 x M8 nuts and bolts holding the gearbox case to the frame motor mounting plate.
- 4.7.7 It should be noted that these gearboxes are filled with oil (0.15 litres of synthetic lubricant Shell Tivela VSF 320 or equivalent).at the time of manufacture and require no further attention, unless oil leakage is noted. In such cases the gearbox should be returned for further investigation.

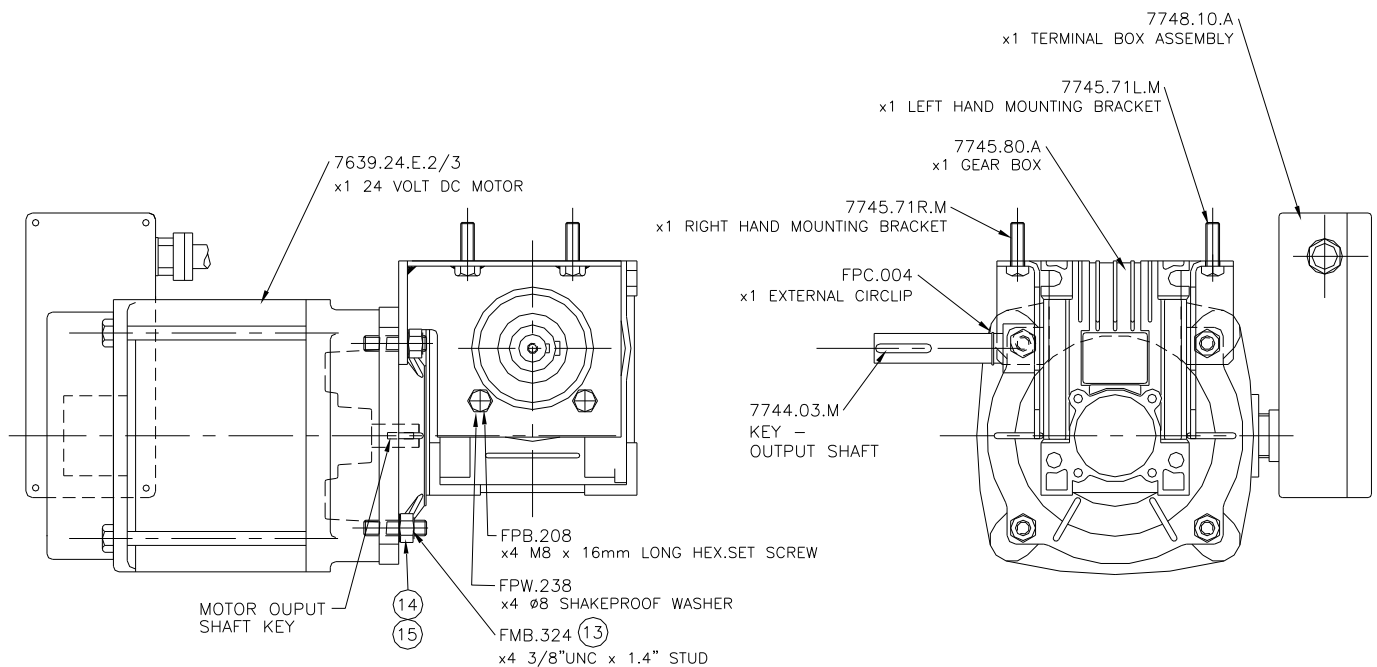


Figure 9 – Motor gearbox assembly

4.8 Replacing the Motor Brushes

WARNING

THIS WORK SHOULD BE CARRIED OUT BY A COMPETENT ELECTRICAL TECHNICIAN. READ ALL WARNINGS AND CAUTIONS AT SECTION 2.2

4.8.1 Remove the motor as detailed in section 4.7.

4.8.2 Mark the position of the endplates to the stator body so that the relative positions can be aligned on re-assembly. Undo the 4 long bolts that hold the two motor endplates together.

WARNING

THE MOTOR USES POWERFUL PERMANENT MAGNETS IN ITS CONSTRUCTION. ON REMOVAL OF THE ARMATURE FROM THE STATOR THERE WILL BE A FORCE PULLING THE ARMATURE BACK INTO THE STATOR. KEEP FINGERS AWAY FROM THE GAP BETWEEN ENDPLATE AND STATOR BODY TO PREVENT FINGER CRUSHING.

4.8.3 Carefully pull off the endplate at the shaft end, then the outer stator barrel from the armature and opposite endplate.

4.8.4 The brushes will be found inside the endplate with the cable entry. Withdraw the brushes from their holder by pulling back the spring then the brush. The armature should now be checked. Ensure the commutator is smooth and clean. If necessary, dress it lightly/carefully with fine wet and dry emery paper. Check there is no build up of metal or carbon between each segment, clean out with a sharp edge if necessary, taking care not to scratch the faces of the segments.

4.8.5 Fit the new brushes in the rocker housing and withdraw them clear of the inside face and hold them in this position using the springs against the side of each brush. Ensure they will clear the commutator on re-assembly.

4.8.6 Lay the endplate flat on the bench, check the brushes are still clear, and insert the armature, commutator end first, into the endplate. Ensure the shaft and bearing are fully home in the endplate.

4.8.7 Release the springs, gently push the brushes into their holders and replace the springs on the end of the brushes to hold them in place against the commutator.

WARNING

KEEP FINGERS AWAY FROM THE GAP BETWEEN ENDPLATE AND STATOR BODY TO PREVENT FINGER CRUSHING

4.8.8 Fit the stator barrel over the armature, keeping fingers clear of the space between endplate and stator. The two parts will snap together.

4.8.9 Fit the opposite endplate over the shaft extension and ensure both endplates are full engaged into the stator barrel. Check the position of the endplate with the cable entry is re-aligned by reference to the previously added marks.

4.8.10 Re-fit the 4 fixing bolts, align the shaft end endplate with the cable entry endplate and tighten them evenly and securely.

4.8.11 Re-fit the motor to the gearbox, see section 4.7.

4.9 Problem Solving

4.9.1 General

Table 2 provides guidance on the most frequent cause of fault.

Table 2 – Problem solving

Problem	Possible fault	Corrective action	References
a. Drum does not rotate easily	The brake bearing is over tightened	Loosen adjusting bolts	4.4
	The drum bearings are not lubricated	Apply grease through grease nipples.	
	The drive chain is too tight	Adjust chain tension	4.6.4.16
	The frame was twisted when the reel was mounted on installation	Re-align frame	2.1
	Poorly aligned bearings	Loosen fixings & re-align bearings	
	Drum rotates too easily	Adjust brake bearing	4.4
b. Rewind is weak	Supply cable connections loose	Make sure connections are tight	
	Cable size insufficient for load	Check size against details	Table 1
	Supply voltage to motor is insufficient	Measure voltage at motor terminals, when motor is running under load. If voltage is less than 90% of nominal the motor speed will be reduced (see table 1) Make sure the vehicle battery is fully charged. Check electrical connections. Check switchboxes and terminal box for ingress of water.	
	The clutch slips or does not engage	Check electrical connections are tight	
		Voltage at clutch terminals is correct	
		Clutch has been bedded in	4.5.1
		The air gap is correct	4.5.2.8
	Faulty motor	Make sure the clutch plates are not contaminated with oil	
		Adjust clutch and clean	4.5.2
		Replace motor	4.7
	Worn motor brushes	Replace motor brushes	4.8

Continued overleaf

Table 2 continued

Problem	Possible fault	Corrective action	References
d. Product Leakage	Jumper hose connection to inlet elbow thread	Check joint and remake if necessary	
	Seal between inlet elbow and centre shaft (swingjoint seal)	Check seals and replace Check spindle &/or bearing housing and replace if necessary	4.6.2 4.6.2
	Joint between gooseneck outlet and centre spindle (O ring seal)	Check seals and replace	4.6.1
	Rubber hose connection to gooseneck outlet thread	Check joint and remake if necessary	
	Worn inlet	Replace inlet	4.6.3
	Worn bearing housing	Replace bearing house - contact Sales Dept for advice on replacing other components	4.6.4

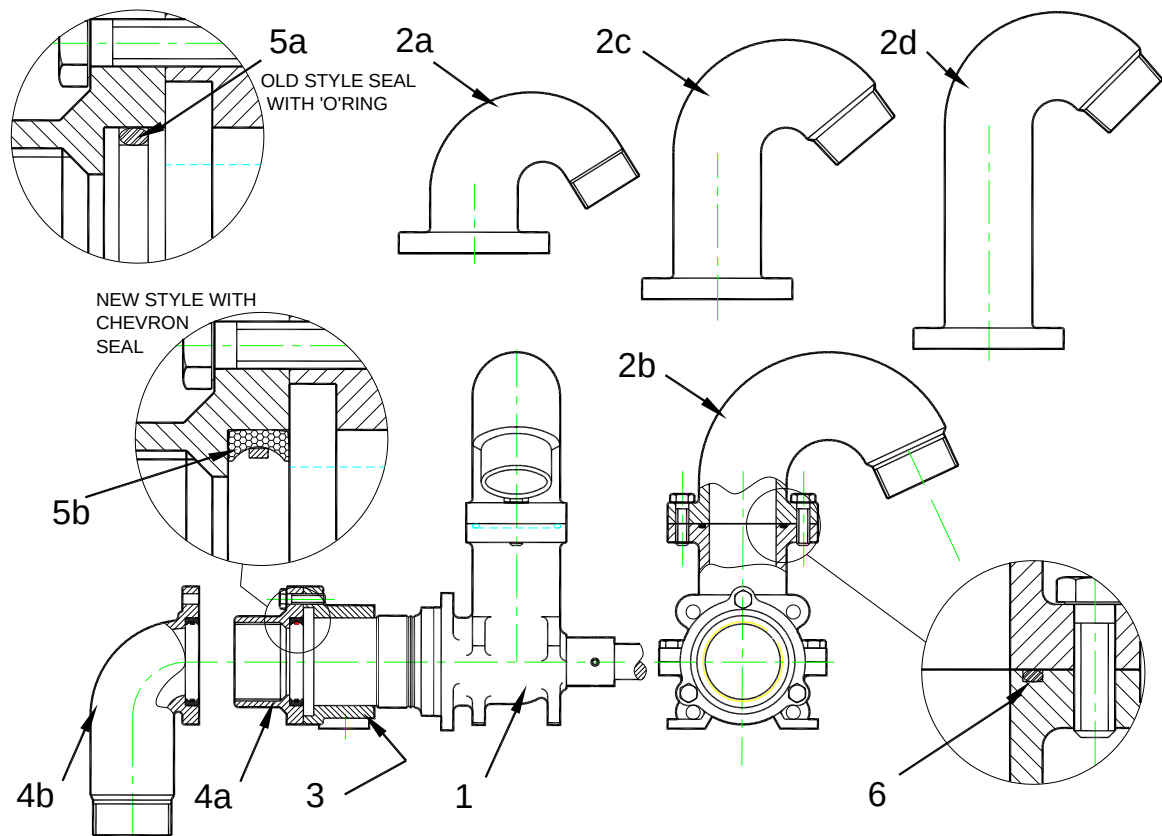
4.9.1 Clutch problems in service

- 4.9.1.1 In service if a clutch problem is suspected first check if the two halves are slipping. Turn the motor on with some hose pulled off the drum, having someone ready to feed it back onto the drum. Switch on the clutch. Determine if the two halves of the clutch 'stick' and rotate together, the motor may stall. This suggests a motor problem. If the two halves of the clutch 'slip' relative to each other this suggests a clutch problem. Try cleaning the air gap with spray solvent and repeat the 'Bedding-In' procedure.
- 4.9.1.2 If the clutch is slipping, disconnect the wiring and check the resistance of the coil in the clutch. It should be approximately 18 ohms for a 24 volt system and 4.5 ohms for a 12 volt system.
- 4.9.1.3 Check the security of the cable connections to the clutch. The supply to the clutch should be protected by a overload device (fuse, circuit breaker, etc).
- 4.9.1.4 Check there is no water ingress into the switch boxes or terminal boxes on the motor/clutch. If there is evidence of previous water ingress, ensure all parts are dry and check for leaking seals, cable glands etc. and rectify as required.
- 4.9.1.5 When the clutch is switched on, check the supply voltage across the clutch supply cables – there should be no appreciable voltage drop from the normal 24 volt or 12 volt level.
- 4.9.1.6 If there may be a problem with the motor see section 4.7.
- 4.9.1.7 Mechanical checks should include the correct seating of the circlip in the gearbox shaft. If this circlip has moved, or is missing, it must be replaced.
- 4.9.1.8 Check also the tension of the drive chain, see section 4.6.4.16.

Appendix 1

2" Swingjoint / Fluid Path Assembly

Suitable for working pressures up to 250 psi

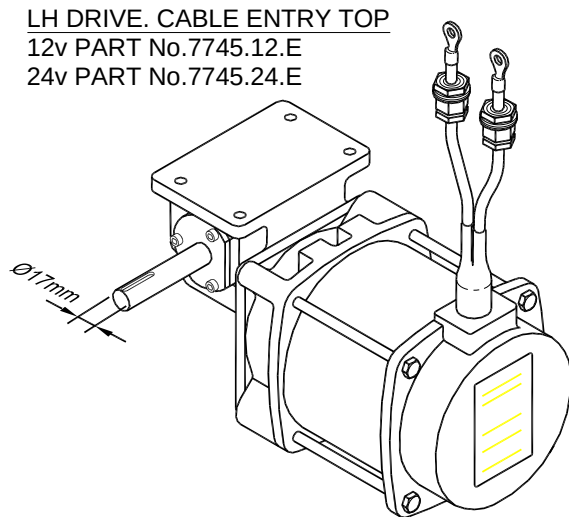
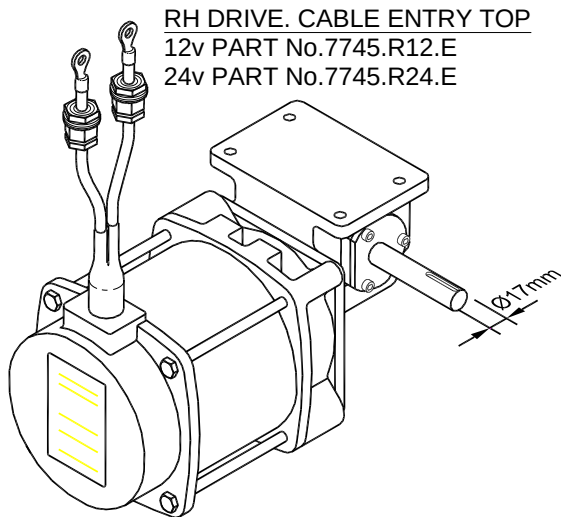


	Description		Aluminium	Gun Metal
1	Spindle **	Standard	7526.19.A	7526.19.B
2a	Gooseneck **	1 1/2" BSPT (M) (11 1/4" dia. drum)	7526.10.A	7526.10.B
2b		2" BST (M) (11 1/4" dia. drum)	7526.09.A	7526.09.B
2c		2" BSPT (M) (15 1/2" dia. drum)	7526.16.A *	
2d		2" BSPT (M) (19 1/2" dia. drum)	7526.07.A.X *	
3	Housing			7526.13.B
4a	Inlet	Straight 2" BSPP (M)		7526.04.B *
4b		90 degree 2" BSPT (M)		7526.11.B
5a	Seal	Nitrile o-ring (early models)	7526.22.T	7526.22.T
5b		Chevron seal (current models)	7526.17.V.KIT	7526.17.V.KIT
6	Seal	Nitrile o-ring (all models)	7526.22.T	7526.22.T

* These items are fitted to wide-bodied hosereels only, and not to Catherine type reels

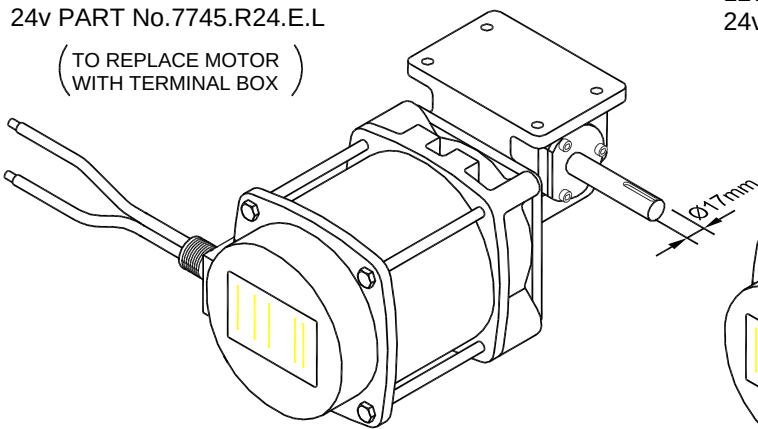
Appendix 2

Old Style Catherine Reel Drive Units

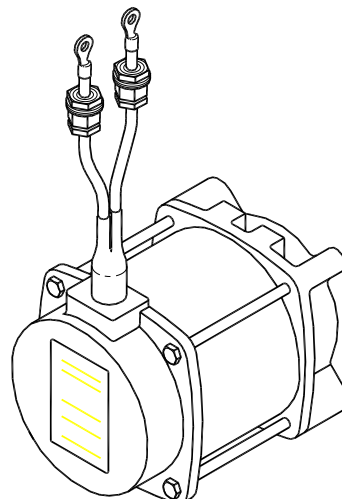
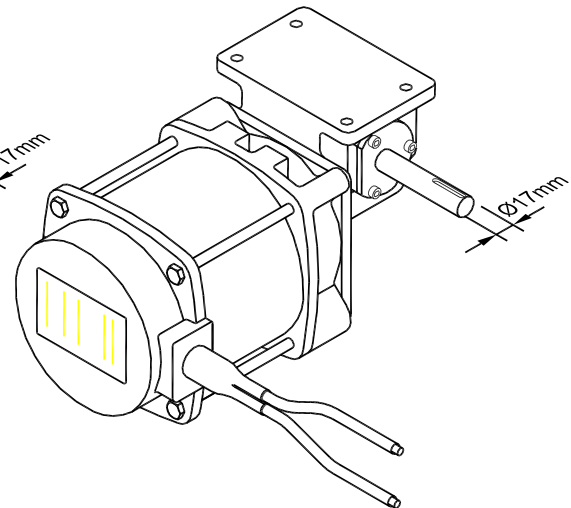


RH DRIVE. CABLE ENTRY LH SIDE
12v PART No.7745.R12.E.L
24v PART No.7745.R24.E.L

(TO REPLACE MOTOR
WITH TERMINAL BOX)



RH DRIVE. CABLE ENTRY RH SIDE
12v PART No.7745.R12.E.R
24v PART No.7745.R24.E.R



GEARBOX MOTOR ONLY
WITH GLANDS & EYELETS
FOR FITTING TO GEARBOX
12v PART No.7642.12.E
24v PART No.7642.24.E

Appendix 3

Spindle Assemblies

