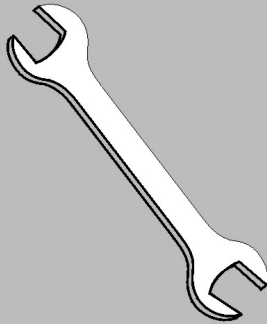


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Kit Instruction— K28 0014



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REPAIR INSTRUCTIONS FOR CRACKED HUB IN 60" & 72" DIVIDED CYLINDERS

APPLICABILITY: Only as required to repair cracked hub on 60" & 72" divided cylinder washer-extractors. (Front, rear, both front and rear)

SCOPE: Step by step procedure for the field repair of a cracked hub. See the instructions below for your particular repair procedure.

CAUTION! If the weld between the shaft and hub is cracked, this section is not the correct repair procedure. See figure 1. Consult factory for the correct repair.

REPAIR PROCEDURES

The hub may possibly be cracked in the front or in the rear, or even both. These repair instructions will show the steps for each particular problem.

Be sure to check both ends for cracks, as the repair will vary depending upon one end or both having cracks.

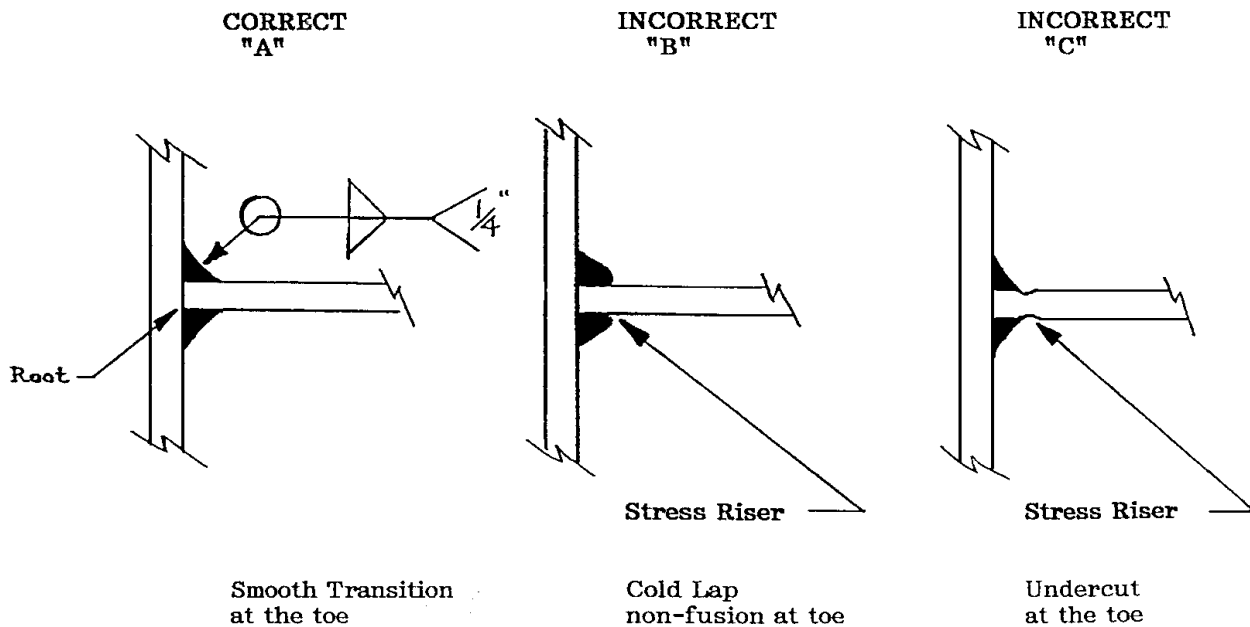
1. If just the front is cracked, follow the steps in sections "FRONT CRACK REPAIR" and "FINISHING STEPS".
2. If just the rear is cracked, follow the steps in sections "REAR CRACK REPAIR", "FRONT HUB MODIFICATION" and "FINISHING STEPS".
3. If both the front and rear hubs are cracked, follow the steps in "FRONT HUB REPAIR", "REAR HUB REPAIR" and "FINISHING STEPS". Disregard the "FRONT HUB MODIFICATION".

CYLINDER PREPARATIONS

1. The cylinder must be removed from the machine to accomplish this repair.
2. Remove all the doors from the cylinder.
3. The cylinder will be required to be in two positions (shaft vertical, shaft horizontal) during the repair.
4. Cylinder can be welded in shaft horizontal position and turned; but for optimum results, weld in vertical position, if possible.

WELDING DETAIL

1. Extensive gouging, grinding and welding must be done in this repair. Because this is a critical joint under high stresses, only qualified welders should make this repair.
2. Any welding process can be used – SMAW, GMAW or FCAW.
3. Filler metal required is 308LSI AWS specifications A5.9.
4. After gouging and grinding, smooth out all rough edges with a sander to remove any potential stress risers.
5. All weld profiles, after completion, should look like Detail “A” only and no larger than shown. When welding, make sure you get good fusion at the toe of the weld with no undercuts or cold lap at the toe as in Detail “B” and Detail “C”.



NOTE: Weld profile must look like Detail “A” only and have good penetration at the root of the joint.

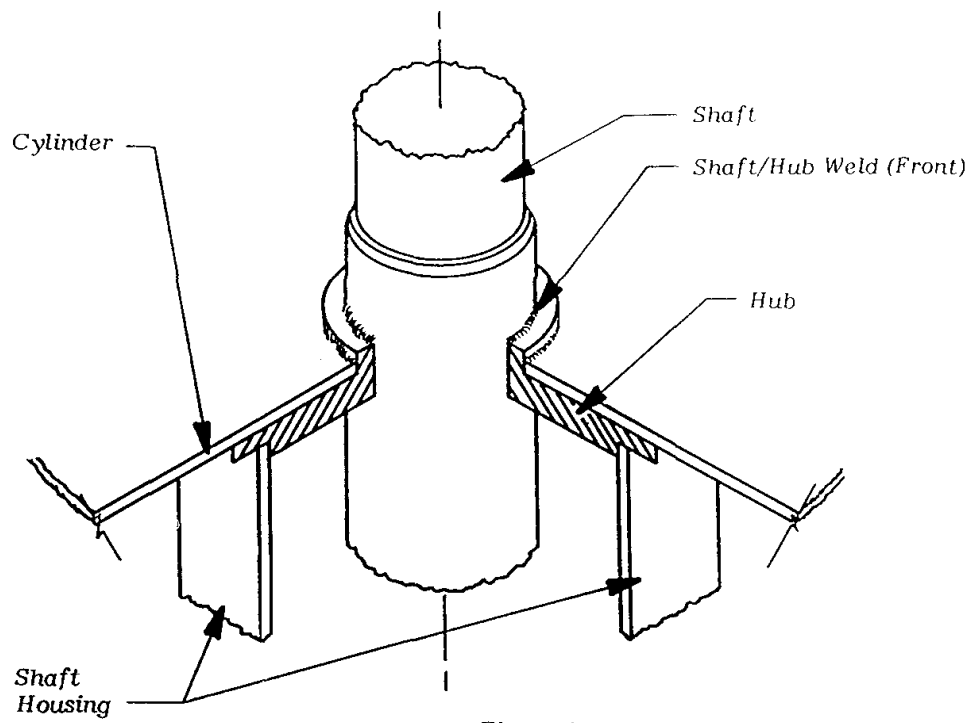


Figure 1
SHAFT, CYLINDER FRONT + HUB IDENTIFICATION

CRACKED FRONT HUB IDENTIFICATION

If the front hub is cracked as shown here, the following steps in "FRONT CRACK REPAIR" will apply.

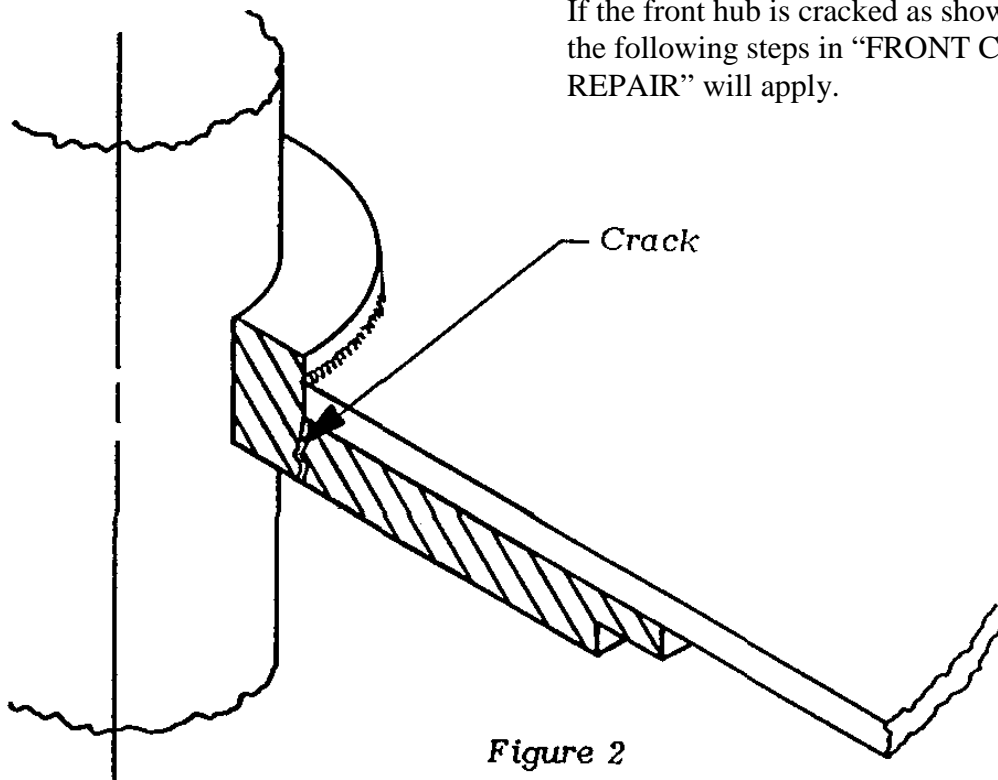
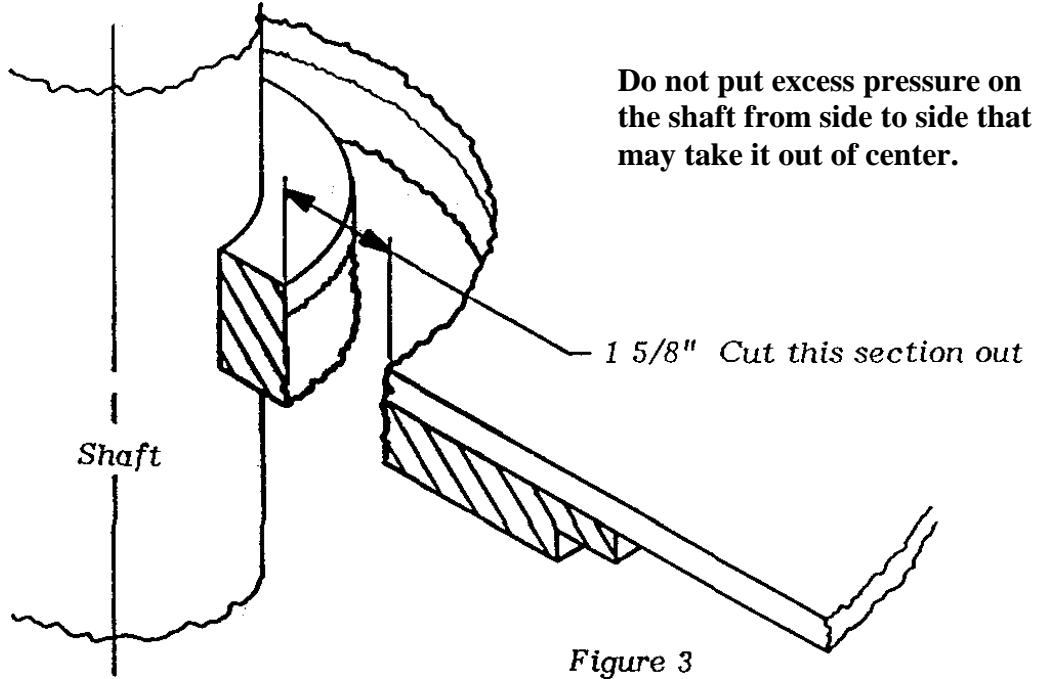


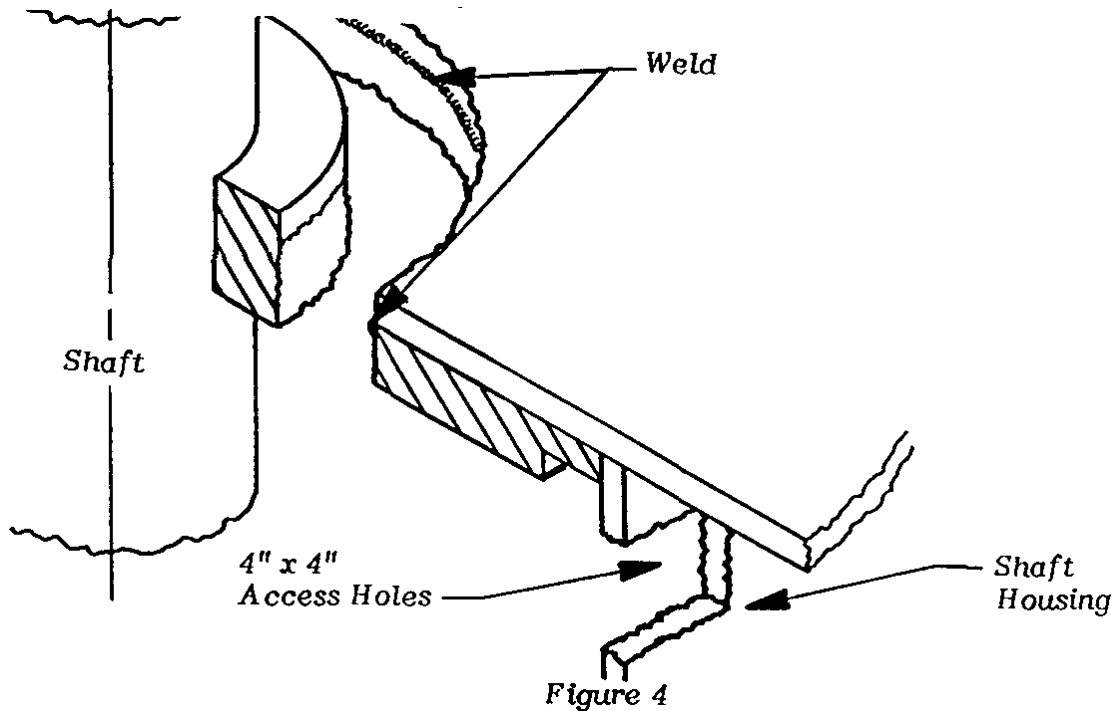
Figure 2

FRONT CRACK REPAIR

Step 1. Cut out the 1 5/8" section shown in Figure 3. When this section is removed, the shaft will remain centered in the cylinder because of the stabilizer bars in the shaft tunnel and the rear hub itself.



Step 2. Cut 4" X 4" access holes on all six sides of the shaft housing as in Figure 4 below. These holes are needed to weld the backside of the adapter plate. Weld as shown (hub to cylinder front).



Step 3. Place supplied adapter plate in position shown. Make welds shown in Figure 5 below. Weld back of adapter plate through access holes. **Before welding patches over access holes be sure tunnel is free of trash.** Weld patches over access holes on all 6 sides of shaft housing.

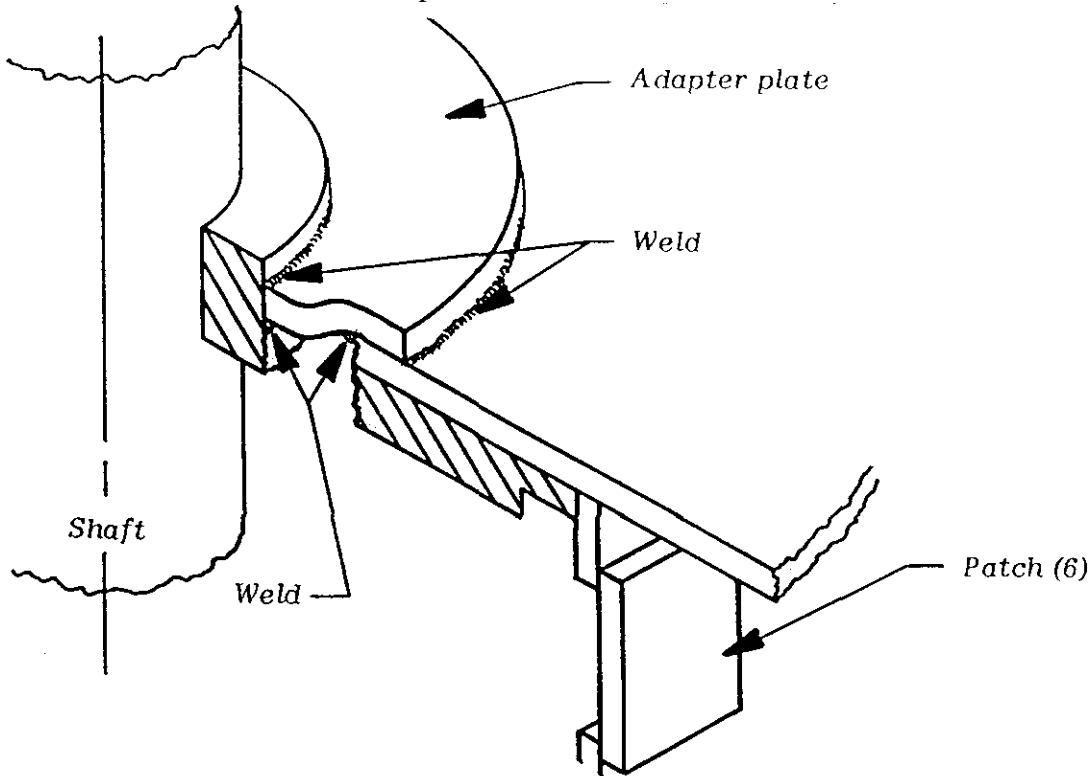


Figure 5

CRACKED REAR HUB IDENTIFICATION

If there is a crack in the rear hub, (see figure 6) the repair procedure obviously consists of correcting the crack itself, but modification of the front hub is also required. It is of no importance which repair (front or rear) is accomplished first. This section will show the rear repair procedure first.

Caution: If the weld between the shaft and hub is cracked, this section is not the correct repair procedure (see figure 1). Consult factory for correct repair.

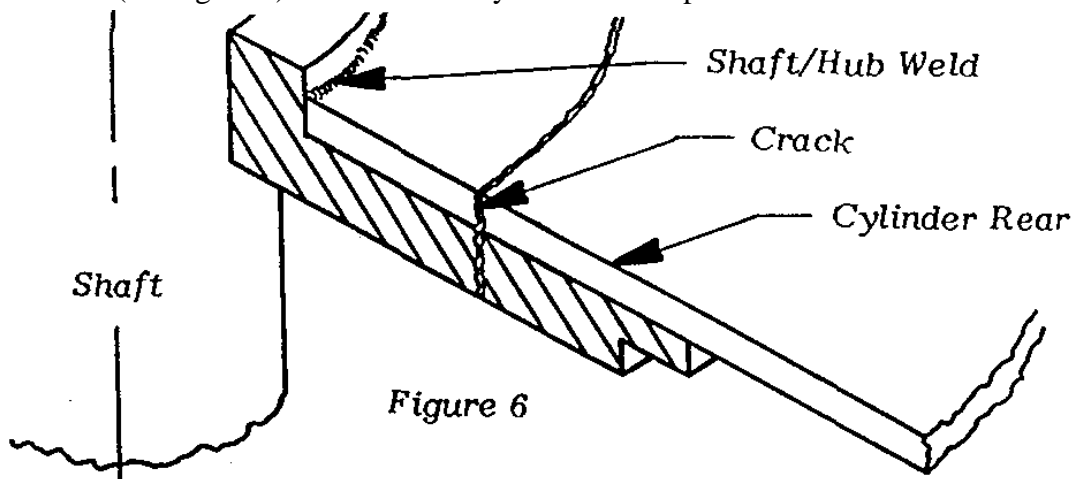
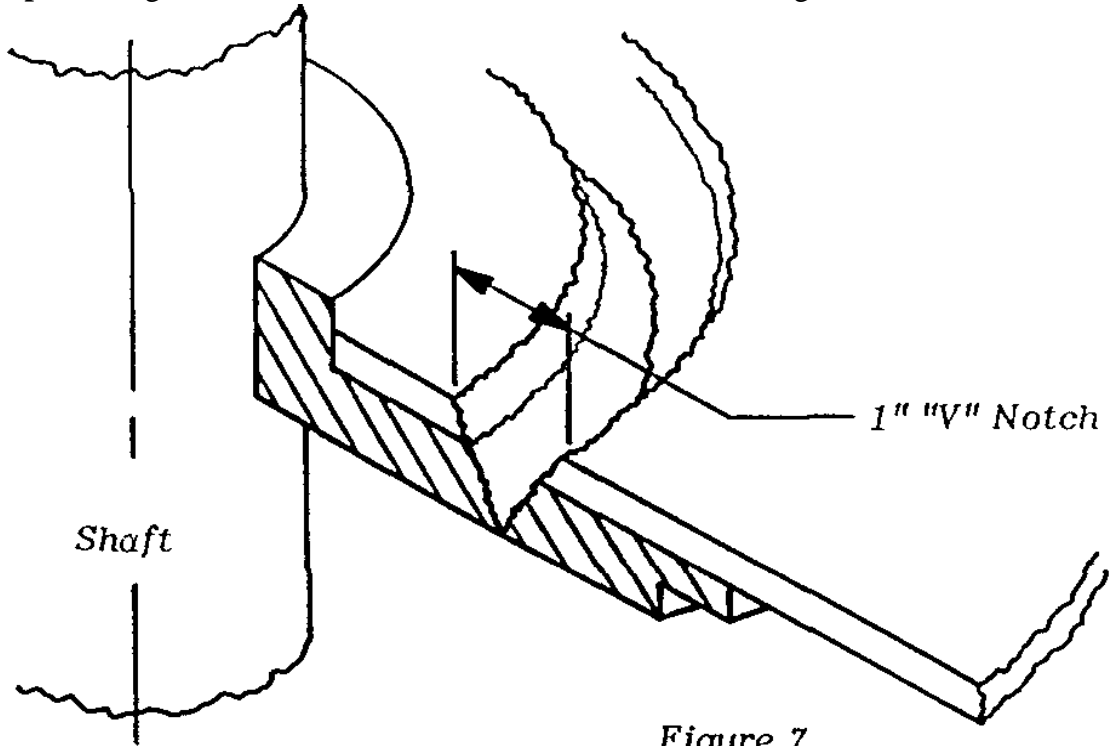


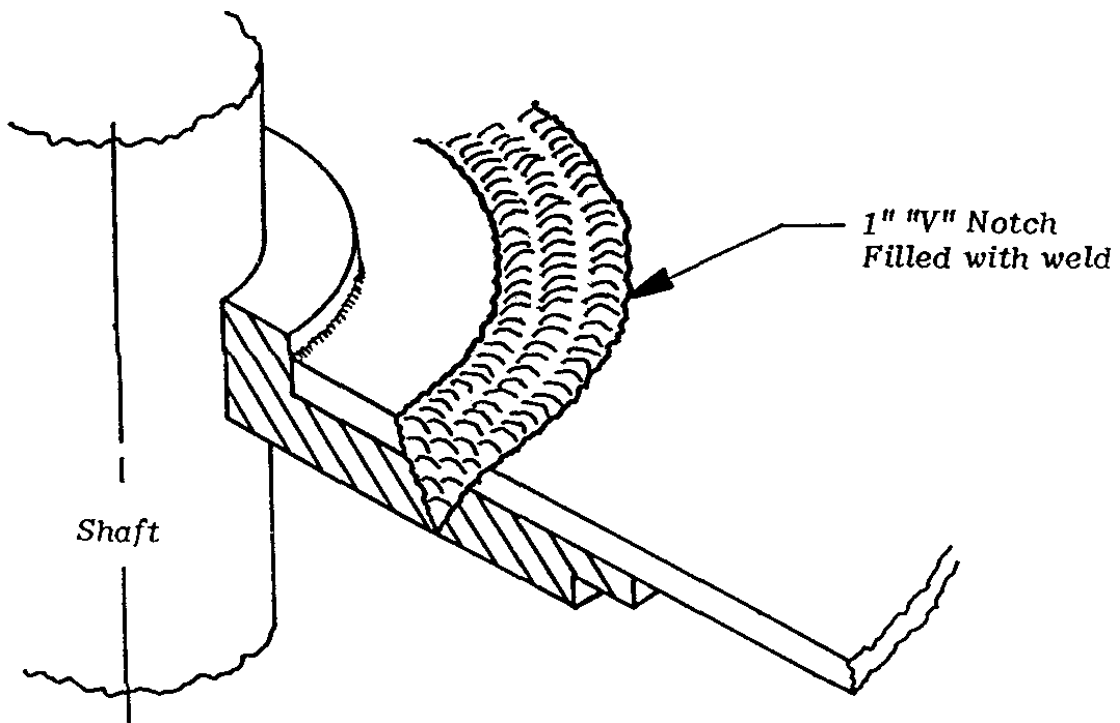
Figure 6

CRACKED REAR HUB REPAIR

Step 1. Gouge a "V" notch 1" wide at the crack as shown in Figure 7 below.



Step 2. Fill the "V" notch with weld as shown in Figure 8 below.



**FRONT HUB MODIFICATION
(IF CRACKED REAR HUB ONLY)**

NOTE: There should be no cracks in the front hub for this repair procedure.

Step 1. Scribe two circles concentric around the front hub ($3/4''$ and $1\ 5/8''$)

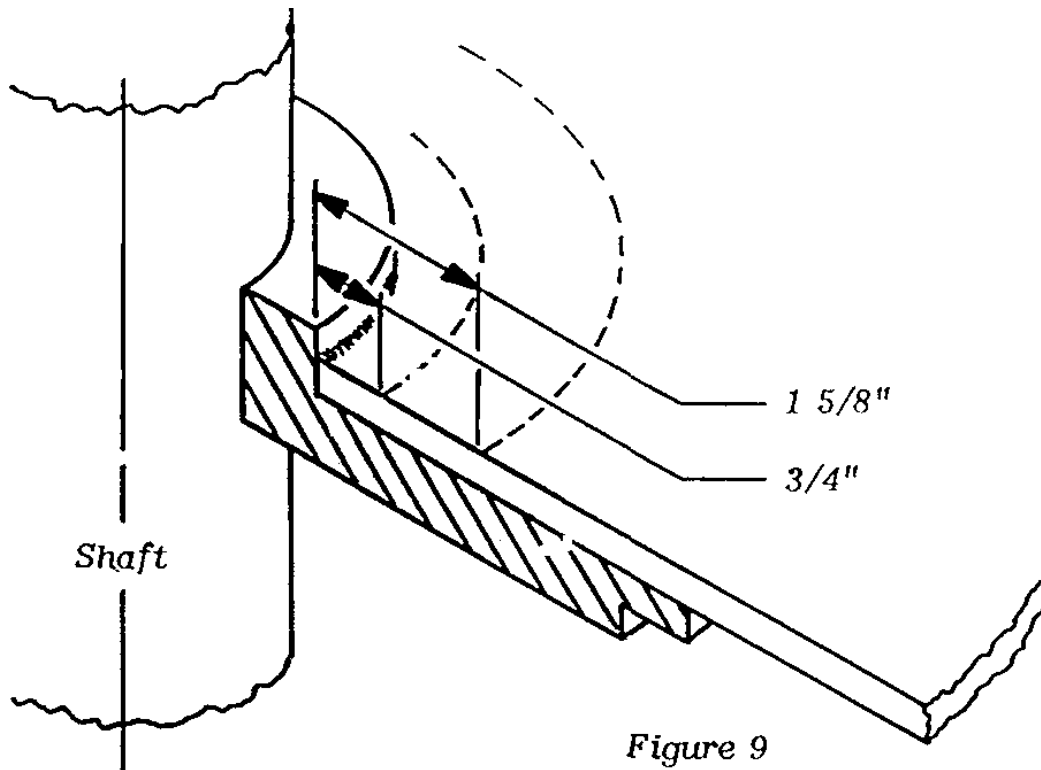


Figure 9

Step 2. Cut out the $7/8''$ section shown in Figure 10 below. When this section is removed the shaft will remain centered because of the stabilizing bars in the shaft tunnel and the rear hub.

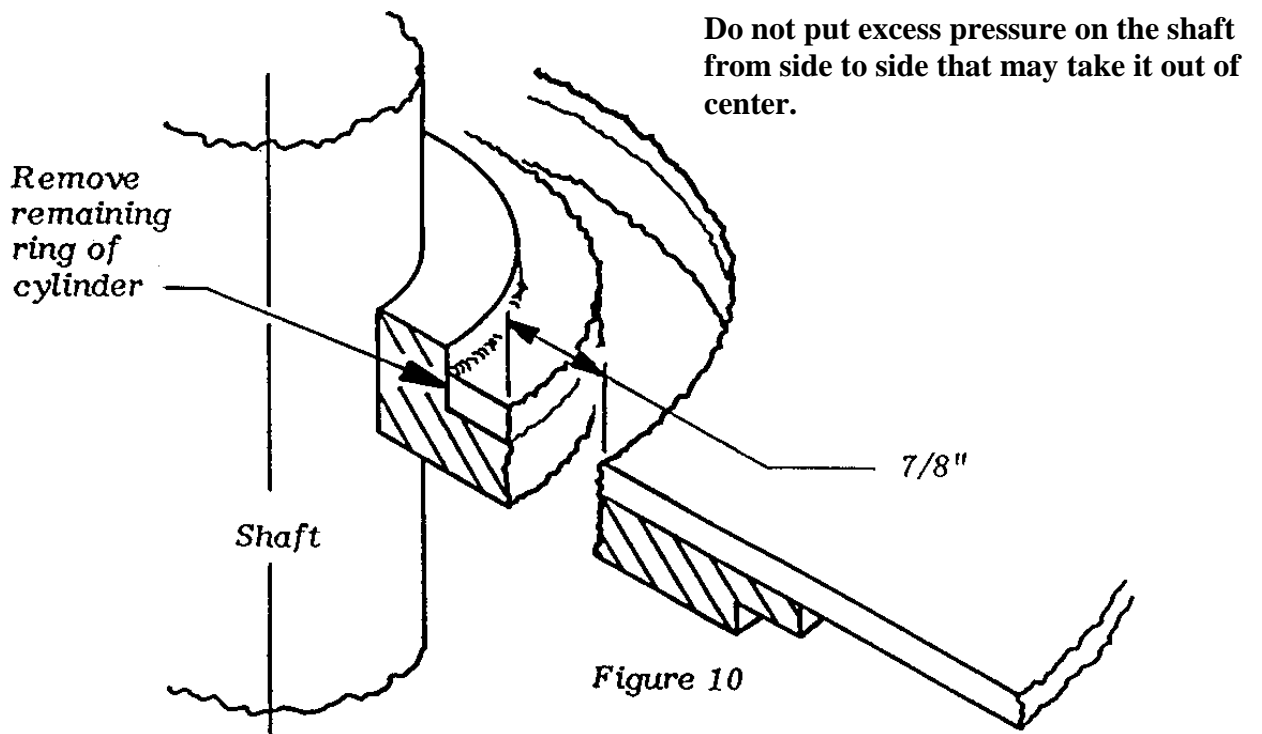


Figure 10

Step 3. Weld as shown (hub to cylinder front) in Figure 11 below. Cut 4" X 4" access holes on all six sides of the shaft housing. These holes are needed to weld the backside of the supplied adapter plate.

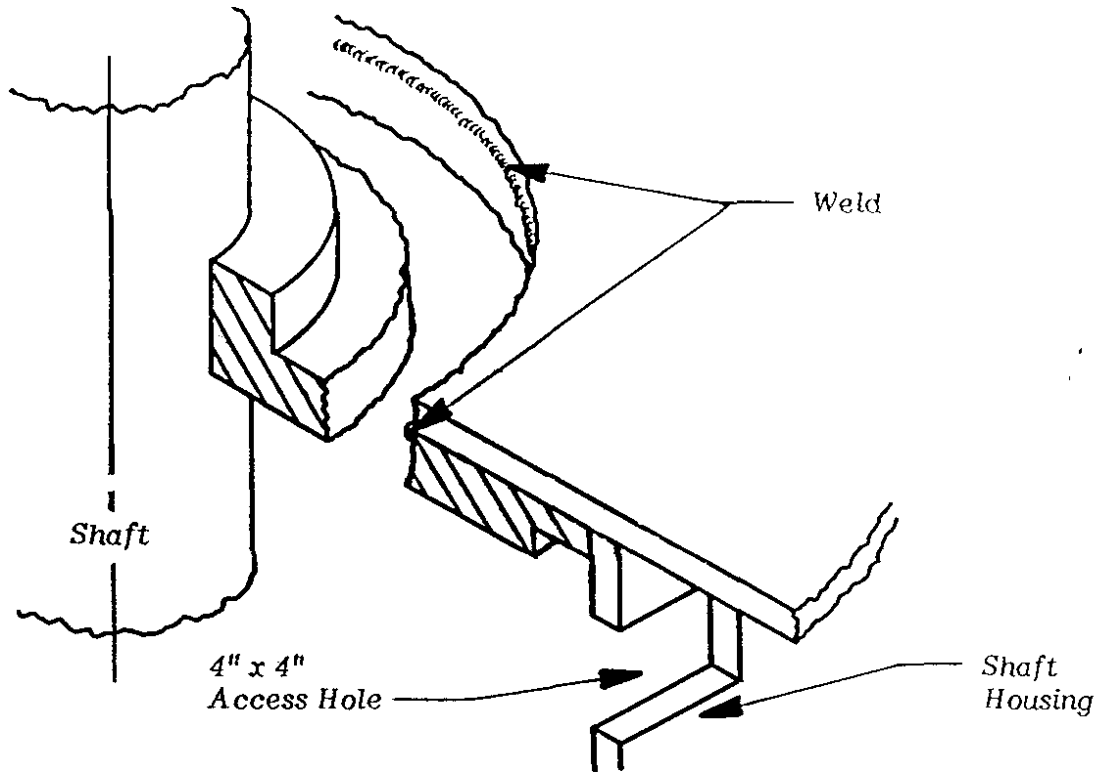


Figure 11

Step 4. Place supplied adapter plate in position as shown in Figure 12 below. Make welds shown. Weld back of adapter plate through access holes. **Before welding patches over access holes, be sure tunnel is free of trash.** Weld patches over access holes on all 6 sides of shaft housing.

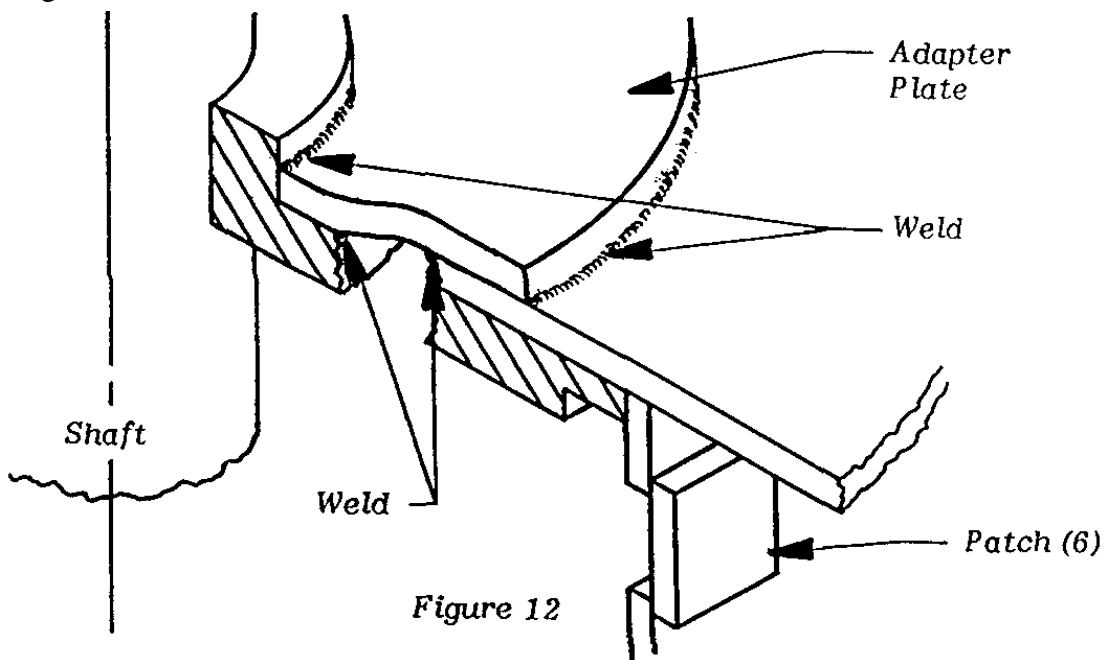


Figure 12

FINISHING STEPS

1. After hub repairs are complete, check overall cylinder for hairline cracks. If crack is found:
 - a. Drill small hole at each end of crack to halt propagation.
 - b. Grind or gouge out cracked area.
 - c. Weld completely.
2. Inspect and clean any welded areas inside of cylinder for burrs, which may snag linen.
3. Cylinder doors may now be reinstalled and finished cylinder reassembled into machine.