

**BELL SYSTEM PRACTICES**  
**Outside Plant Construction**  
**and Maintenance**

**SECTION G83.825.5**  
**Issue 1, August, 1957**  
**AT&T Co Standard**

**E CABLE LASHER**  
**CARE AND MAINTENANCE**

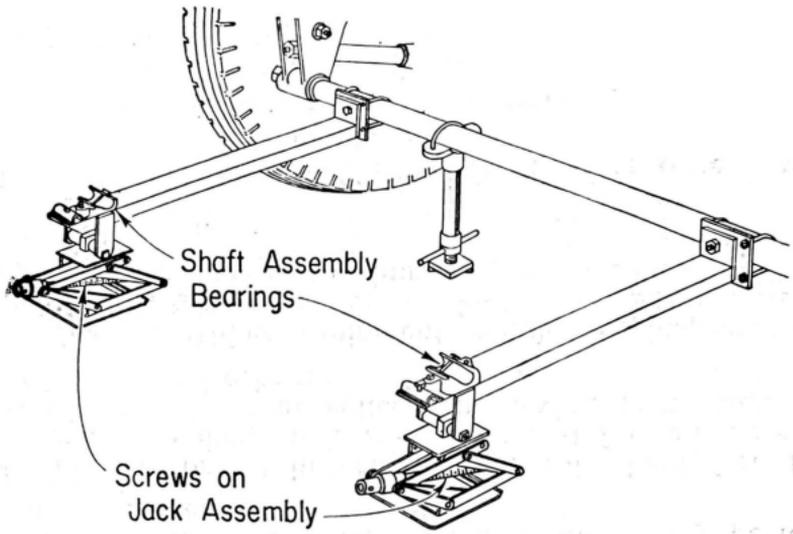
<b>Contents</b>	<b>Page</b>
1. General .....	1
2. Lubrication .....	1
3. Replacement Parts .....	6

**1. GENERAL**

- 1.01 This section covers the care, maintenance, and the replacement parts available for the E Cable Lasher.
- 1.02 Description of the E Cable Lasher and information on its installation are covered in Section G93.250.1.
- 1.03 If operating difficulties are experienced, the procedures being followed should be reviewed to insure that any deviations from the instructions contained in the Bell System Practices are not contributing to the unsatisfactory performance of the lasher.
- 1.04 The equipment in general should be kept free from excessive dirt, mud, grease, oil and foreign materials. Flakes of galvanize that collect on moving parts should be removed with a wire brush.
- 1.05 The pre-lashing equipment should be inspected frequently for broken or cracked welds, loose bolts and nuts, parts worn excessively, burrs or sharp edges.

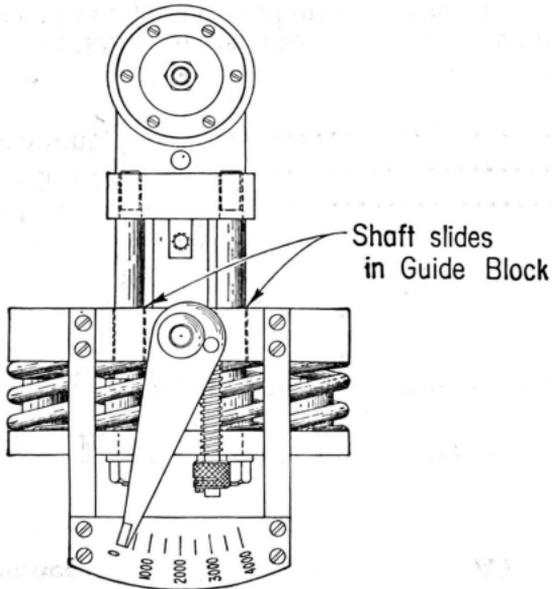
**2. LUBRICATION**

- 2.01 Lubricate the following parts, at least once a week, with #40 SAE motor oil.
- (a) Strand reel mount and brake assembly.
1. Shaft assembly bearings.
  2. Screws on jack assembly.

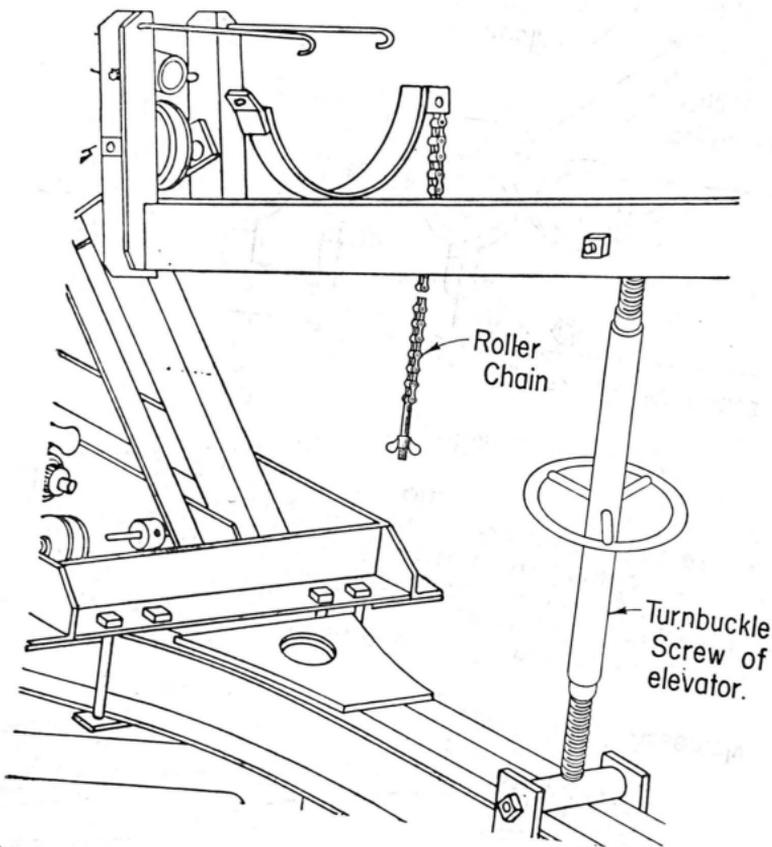


(b) Idler assembly.

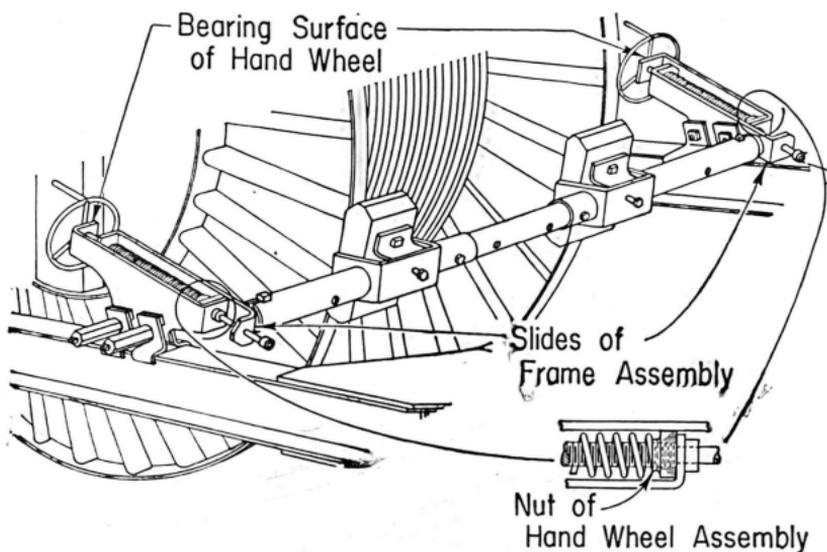
1. Shaft slides in guide block.



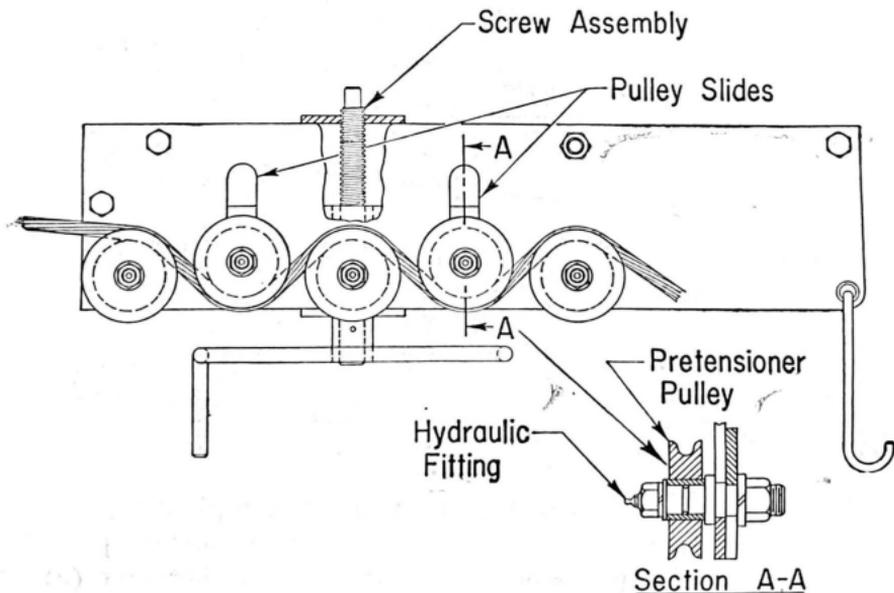
- (c) Lashing machine mounting assembly.
1. Roller chain.
  2. Turnbuckle screw of elevator.



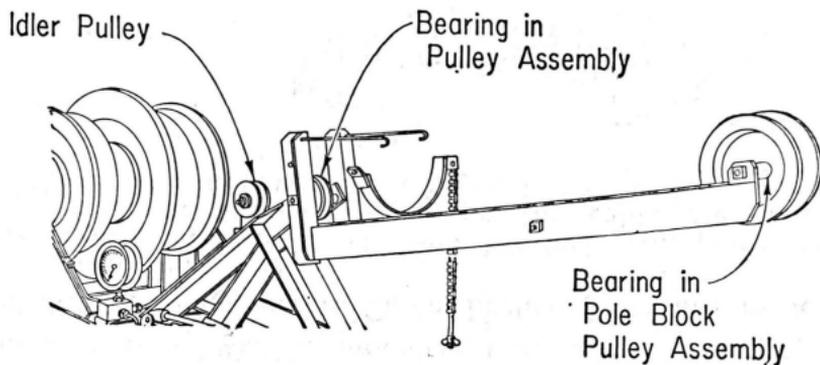
- (d) Cable reel brake assembly.
1. Bearing surface of hand wheel assembly.
  2. Screw of hand wheel assembly.
  3. Slides of frame assembly.



2.02 The pretensioner pulleys (5) equipped with alemite hydraulic fittings, should be lubricated with chassis grease at least once a week. A C-600 screw type alemite high pressure hand gun equipped with a hydraulic base coupling should be used. Pulley slides should be lubricated at least once a week with #40 SAE motor oil.

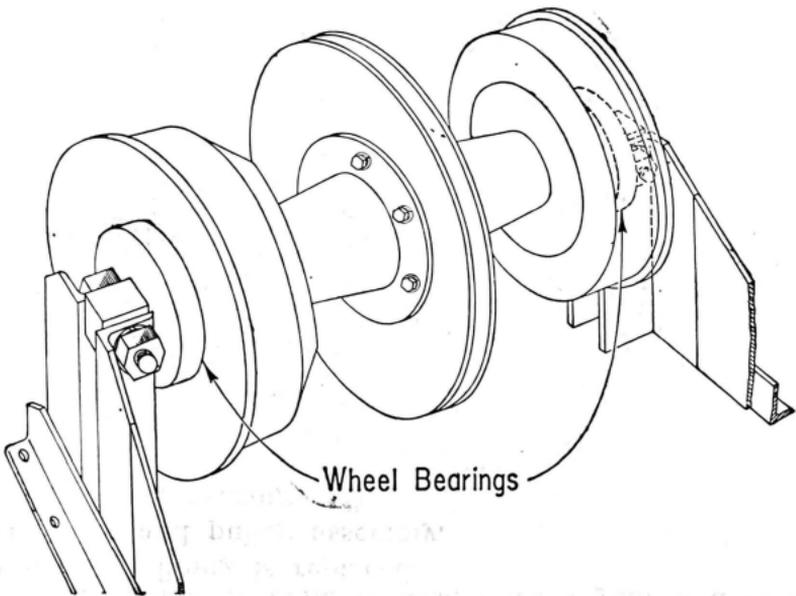


- 2.03 Lubricate the following parts, at least once a year, with cup grease.
- (a) Lashing machine mounting assembly.
    - 1. Bearing in pole block pulley assembly.
    - 2. Bearing in pulley assembly.
  - (b) Surface of idler pulley should be cleaned occasionally with a wire brush to remove particles of galvanize.



2.04 Lubricate the 2 wheel bearings of the brake and pulley assembly with high melting point front wheel bearing grease. This should be done at least once a year and at the time the brake lining is replaced.

- (a) Brake and pulley assembly.
  - 1. Wheel bearings (2).

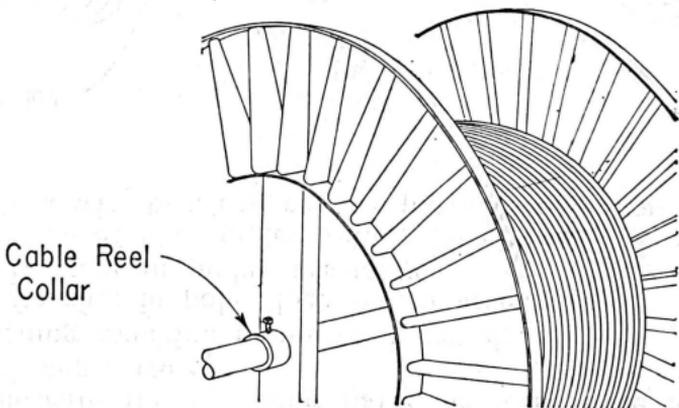


### 3. REPLACEMENT PARTS

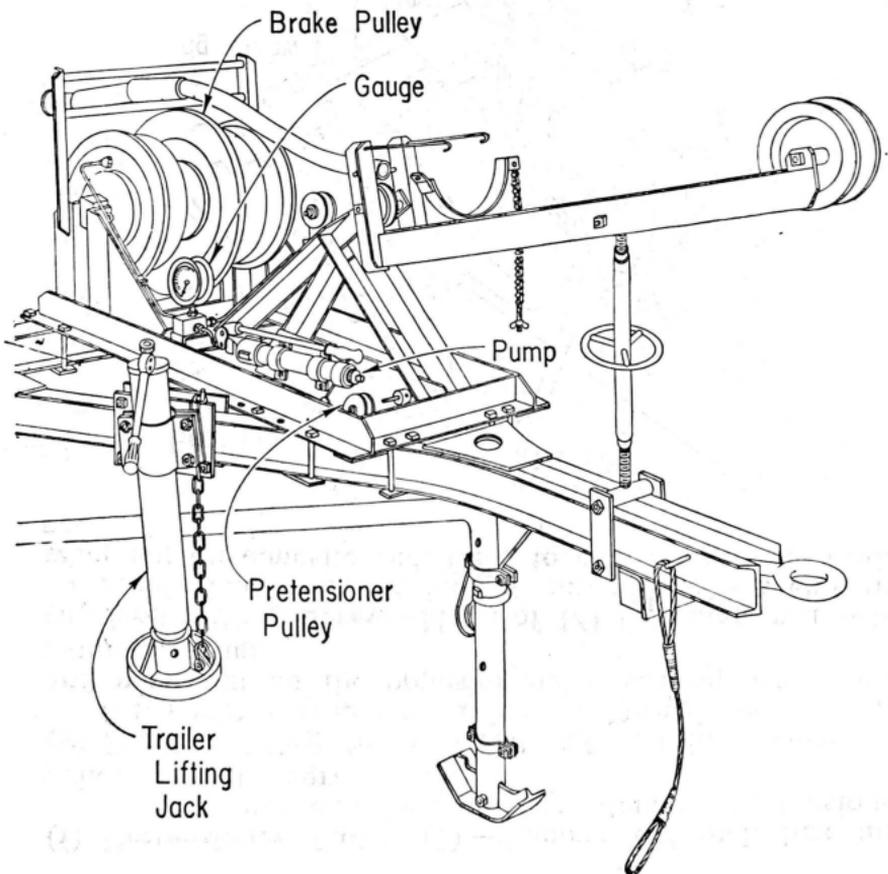
3.01 When replacing any part which requires the pressure in the hydraulic system to be reduced to zero, Paragraph 5, Section G93.250.1 should be followed.

3.02 Replacement of E Cable Lasher parts are made as follows:

- (a) Cable Reel Collar—Loosen 1/2 inch oval point screw used for securing collar on the cable reel spindle. Collar will slide over end of spindle.



- (b) **Gauge**—(United States Hydraulic Gauge). To replace gauge, reduce hydraulic pressure to zero. Use suitable wrench on square shoulder of stem.
- (c) **Trailer Lifting Jack**—Replaced by removing 4, 1/2 inch hex nuts, remove cap and jack.
- (d) **Brake Pulley**—To replace brake pulley, it is necessary to remove the brake and pulley assembly. Reduce hydraulic pressure to zero and disconnect hydraulic lines to brake drums. Remove 2 (one on each side) 1-1/4 inch nuts, lock washers and bolts. The entire brake and pulley assembly is removed. The 5/8 inch studs are removed and the brake pulley removed.
- (e) **Pump**—After reducing hydraulic pressure to zero, unscrew 7/16 inch nut so 1/4 inch line can be removed from pump. Remove 4, 1/4 inch screws and the 2 clamps which hold the pump in place.



(f) **Pretensioner Pulley (5)**—Remove 1/2 inch hex nut, steel washer and lock washer. Remove pretensioner pulley. (See Paragraph 2.02.)

(g) **Bearing Wing Screw**—Made of 3/8 inch steel rod 3-1/4 inches long with 1 inch of threads on one end and wing nut on the opposite end. Used on strand reel mount bearing.

(h) **Brake Wing Screw**—Made of 1/4 inch steel rod 1-3/8 inches long with 3/4 inch of threads on one end and wing nut on opposite end. Used to hold strand reel brake rod.

