

MAINTENANCE

1. **External Cleaning:** The Uni-Lift should be wiped down and visually inspected for signs of wear and/or abuse each month. The load screw should be coated with a light film of grease. The housing grease should be topped off using the grease fittings provided. Check the input shaft end plate screws and the housing cap set screws and mounting bolts. Retighten if required.
2. **Periodic Inspection:** Every 6 months a measurement of linear backlash should be made.
WARNING: Backlash in excess of 50% of the acme thread thickness may result in thread shear failure, causing the load to drop suddenly.
3. **Alignment:** Along with periodic inspection, check the alignment of the Uni-Lift load screw to the load. Misalignment will cause premature wear and possible failure. The load should be centered on the axis of the load screw and motion should be parallel to the axis of the load screw. The power output shafting must be aligned with respect to the jack input shaft. Binding during rotation will cause premature wear. After the Uni-Lifts, shafting, mitre boxes, and gear reducers are coupled together in a system, it should be possible to rotate the shafts to fully extend the unloaded jacks by hand.

LUBRICATION

1. **Up to 180° F Operation:** Uni-Lifts are lubricated by a grease gun through the fitting or fittings outside the side of the worm gear housing. Use Texaco "Multifak EP2" industrial grease. If another brand "EP2" is used, it should have oil viscosity of 840 to 890 SUS at 100° F, and 76 to 84 at 210° F.
2. **Up to 400° F Operation:** Use a "Lubripalte 630-AA" grease for elevated temperatures. Please be aware of reduced seal life at elevated temperatures.
3. **Special Requirements:** USDA approved grease for food industry applications or grease for extremely low temperature (-100° F) applications, and other lubricants are available. Contact Uni-Lift Division of Templeton, Kenly & Co., Inc.

EMERGENCY STOP NUT

Although recommended as a safety precaution, emergency stop nuts are intended for use only as secondary stops in case of overtravel emergencies.

Gear damage may result when used as primary travel limit unless other means of overload protection are incorporated into the system.

It is important that positive stops or emergency stop nuts be positioned so that stop contact for all units will occur simultaneously to equally distribute the system stall load should overtravel occur.