

## **Tow Crimper Component Repair**

### **Checklist:**

- Preliminary inspection
- Review PO and shipping documents for work expected
- Assign serial numbers to all components. Continuous records are maintained for all components.
- Remove bearings and seals. Visually inspect surfaces.
- Measure and record all dimensions. Use specification sheet for make and model of crimper. Some customers have unique specifications.
- Highlight all dimensions outside specifications.
- Crack test shaft and/or coolant flow check if requested by customer.
- Review recommended repairs with engineering. Most repeat customers have standing orders on special work.
- Prepare quotation.
- Receive Purchase Order.
- Work commences – See list of possible repair items
- Detailed final inspection, double verify critical dimensions.

### **Roll repairs:**

- Replace broken shaft with new crimper roll assembly
- Replace sleeve "Tire" on crimper roll assemblies
  - Match roll diameters to +/- 0.001" [ 0.025 mm]
- Match roll widths to +/- 0.0005" [0.013 mm ]
- Weld and grind to new tolerances worn bearing or seal surfaces
- Repair roll centers in shaft end
- Repair drive coupling attachments
- Replace siphon tubes
- Replace bearings and seals
- Replace rotary unions

### **Stuffing Box repairs:**

- Modify, repair or replace stuffing box side plates
- Modify, repair or replace stuffing box doctor blades and tips
- Match stuffing box widths to roll widths
- Add steam injection passages
- Surface grind flappers, doctor blades and bases
- Rebuild, replace cheek plate rotation assemblies