

**SSP IV, SSPV and SSPVI Cart Tipper
Product Improvements**

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 Model: SSP IV, SSP V and SSP VI Cart Tippers

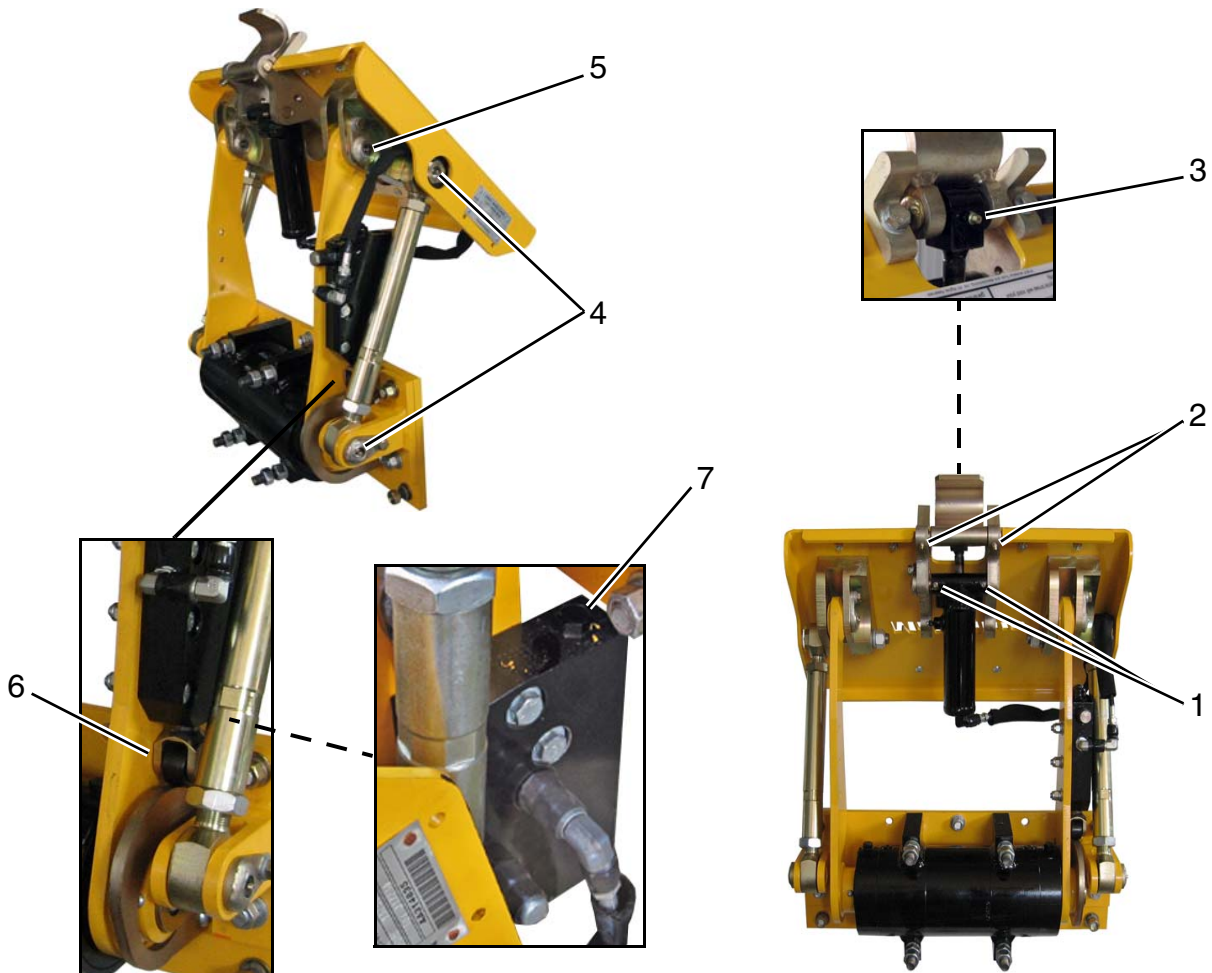


Figure 1

Product Improvements

The SSP IV, V and VI cart tippers have been improved to provide exceptional performance and value. The following product improvements have been implemented for current production SSP IV, V and VI cart tippers:

- Polylube bearing journals for the latch assembly have been replaced with bronze bushings. Grease fittings were added to lubricate the bushings.
- Changes have been made to the rod assembly of the Hydra-Latch master cylinder. Additionally the breather in the master cylinder accumulator has been replaced with a hex head plug.
- All cart tippers are shipped from the factory with Amsoil® 100% Synthetic Universal Automatic Transmission Fluid (ATF).

Bushings with Grease Fittings

Polylube bearing journals for the Hydra-Latch clamp weldment and slave cylinder rod end have been replaced with bronze bushings. Grease fittings were added to lubricate the bushings.

There are a total of five (5) grease fittings for lubrication of the bronze bushings. Two (2) grease fittings (**Figure 1, 1**) are located in the latch cylinder mounting pivots to lubricate two (2) bushings. Two (2) grease fittings (**Figure 1, 2**) are located in each latch hook mounting assembly to lubricate two (2) bushings for the clamp weldment pivots. One (1) grease fitting (**Figure 1, 3**) is located in the Hydra-Latch cylinder rod end to lubricate two (2) bronze bushing.

Polylube bearing journals for the idler arm and torque arm weldment have been replaced with spring bushings. Grease fittings were added to the pins to lubricate the bushings.

There are a total of six (6) grease fittings for lubrication of the spring bushings. Four (4) grease fittings (**Figure 1, 4**) are located in each pin securing the idler arms to lubricate four (4) spring bushings. Two (2) grease fittings (**Figure 1, 5**) are located in the pins securing the torque arm weldments to lubricate two (2) spring bushings.

Hydra-Latch Master Cylinder

The Hydra-Latch master cylinder has recently been updated. The yoke of the rod assembly (**Figure 1, 6**) has been improved by widening the rod end from 1-1/8" to 1-5/16" to prevent the roller from turning. In addition the outside diameter of the cam roller was increased from 1" to 1-1/4". A second change is the replacement of the brass breather (**Figure 1, 7**) in the master cylinder with a hex head plug to prevent moisture from collecting on the back side of the accumulator piston.

Hydraulic Oil Specification



Figure 2

The hydraulic oil specification for the Hydra-Latch system was changed to a synthetic automatic transmission fluid to ensure more reliable operation in cold weather. All cart tippers are shipped from the factory with Amsoil® 100% Synthetic Universal Automatic Transmission Fluid (ATF) (**Figure 2, 1**). Amsoil® ATF is available at local auto parts stores. Amsoil® ATF is also available from your local McNeilus® Factory Service/Parts location by ordering part number 1412172.

Update Kits

A grease fitting update kit is available for each of the SSP IV, V and VI cart tippers to replace the polylube bearing journals with bushings and grease fittings. The kit consists of the latch assembly and pins and bushings for the idler and torque arms. Contact your McNeilus® Factory Service/Parts location for price and availability.