

OPERATION, SERVICE & PARTS MANUAL



Yale[®]

GLOBAL KING[™]

WIRE ROPE HOISTS

RATED LOADS THRU 15 METRIC TONNE

Before installing hoist, fill in the information below. Refer to the Hoist and Motor data plates.

Model No. _____

Serial No. _____

Purchase Date _____

Voltage _____

Rated Load _____

Follow all instructions and warnings for inspecting, maintaining, and operating this hoist. The use of any hoist presents some risk of personal injury or property damage. That risk is greatly increased if proper instructions and warnings are not followed. Before using this hoist, each operator should become thoroughly familiar with all warnings, instructions, and recommendations in this manual. Retain this manual for future reference and use.

Forward this manual to operator. Failure to operate equipment as directed in manual may cause injury.



YALE • LIFT-TECH[™]
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HOISTS

FOREWORD

This manual contains important information to help you install, operate, maintain and service your new YALE electric hoist. We recommend that you study its contents thoroughly before putting the hoist into use. We also recommend that you read Section IX - Series Lifting Equipment of the European Federation of Materials Handling and Storage Equipment (FEM) and the applicable performance and safety standards referenced therein. Then, through proper installation, application of correct operating procedures, and by practicing the recommended maintenance procedures, you can expect maximum lifting service from the hoist.

It will likely be a long time before parts information found in the Parts List is needed. Therefore, after the hoist is installed and you have completely familiarized yourself with operation and preventative maintenance procedures, we suggest that this book be carefully filed for future reference.

When ordering replacement parts from this book, it will be necessary that you include with your order: the Hoist Serial Number and Model Number that are found on the nameplate attached to the hoist as shown in Figure

4-1. For your convenience, a space has been provided on the front cover of this Manual for entering this information. We recommend that you fill it out immediately so it is readily at hand when needed.

The contents of this manual are of necessity, general in nature and may cover features not incorporated on your hoist; or, you may have ordered features not covered by this manual. Therefore, the user must exercise care in applying instructions given in this manual. If specific information not in this manual is required, contact the factory.

THE INFORMATION CONTAINED IN THIS MANUAL IS FOR INFORMATIONAL PURPOSES ONLY AND YALE LIFT-TECH DOES NOT WARRANT OR OTHERWISE GUARANTEE (IMPLIEDLY OR EXPRESSLY) ANYTHING OTHER THAN THE COMPONENTS THAT YALE LIFT-TECH MANUFACTURES AND ASSUMES NO LEGAL RESPONSIBILITY (INCLUDING, BUT NOT LIMITED TO CONSEQUENTIAL DAMAGES) FOR INFORMATION CONTAINED IN THIS MANUAL.

NOTICE: Information contained in this book is subject to change without notice.

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SECTION I - GENERAL DESCRIPTION

1-1. GENERAL. YALE "Global King" electric hoists are wire rope and drum type hoists that are manufactured with an integral trolley. These hoists are all low headroom models with the rope drum and upper block supported on opposite sides of the beam, by the trolley frame. There are three basic frame sizes, each with two standard lifts. The "B" Frame handles capacities up to 5 tonne, the "C" Frame handles up to 10 tonne and the "D" Frame handles up to 15 tonne. The "B" Frame has an integral trolley with three different flange width ranges available: 4 5/8" through 8", 8-1/8" through 14" and 14-1/8" through 20" with a maximum flange thickness of 1-5/8". The "C" Frame integral trolley has a flange width range of 6" through 20", with the same range breaks and flange thickness allowance as the "B" Frame above. The "D" Frame integral trolley has a flange width range of 8" through 14" and 14-1/8" through 20" with a maximum flange thickness of 1-3/4". The hoist motor is 2-speed with a 4:1 ratio between high and low speeds, as standard. The motor driven trolley has two available speeds with 1, 2 speed, or variable frequency control.

Throughout this manual, you will see references to the "B", "C" or "D" Frame hoists. If you are unsure about which frame size you have, see Section IV, Paragraph 4-2 for a simple gearcase measurement to easily determine the size of your hoist.

1-2. BASIC CONSTRUCTION. YALE "Global King" hoists consist of a rugged steel frame, made from structural tubing, which houses a lifting drum and serves as the suspension means for the rated hoist load. An aluminum gearcase, attached to one end of the drum frame, houses a triple-reduction, helical gear train. Applying power to the gearcase is a 2-speed, AC hoisting motor with a 4:1 speed ratio coupled with a 250% torque DC brake. High strength wire rope and a covered lower sheave block act as the load carrying means. Standard equipment includes a rope guide, a rotary-gear limit switch to limit hook travel in both up and down directions and an overload capacity limit switch. An optional block operated limit switch can be used to limit the upward travel of the lower block. An integral trolley, consisting of a 2-speed AC motor and a sealed worm reducer, applies torque to the trolley wheels through a cross-shaft and pinion arrangement, which provides traverse motion to the hoist. A single NEMA 4/12 control enclosure houses both the hoist and trolley electrical system controls. A push button control station (purchased separately) for operating the hoist is suspended on a wire strain cable attached to the hoist.

1-3. SELECTION & APPLICATION GUIDE.

Hoist Duty Classification

Your YALE "Global King" hoist was designed to meet a specific duty classification as described by the FEM "Rules for the Design of Serial Lifting Equipment". The methodology used to determine the duty class requirements of your specific application is shown below.

YALE "Global King" hoists are defined as "mechanisms" by the FEM and are classified as such by the following factors: **Class of Operating Time** and **Load Spectrum**. Your application must be definable by these two factors in order to determine duty classification.

Class of Operating Time

Class of Operating Time indicates the average period per day during which the mechanism is in operation, which is anytime the equipment is in motion. The Class of Operating Time is determined by calculation of the average daily operating time

(average daily use):

Where:

t = Average Daily Operating Time (hr/day)

H = Average Hoist Height (ft)

N = Number of Cycles Per Hour (cycles/hr)

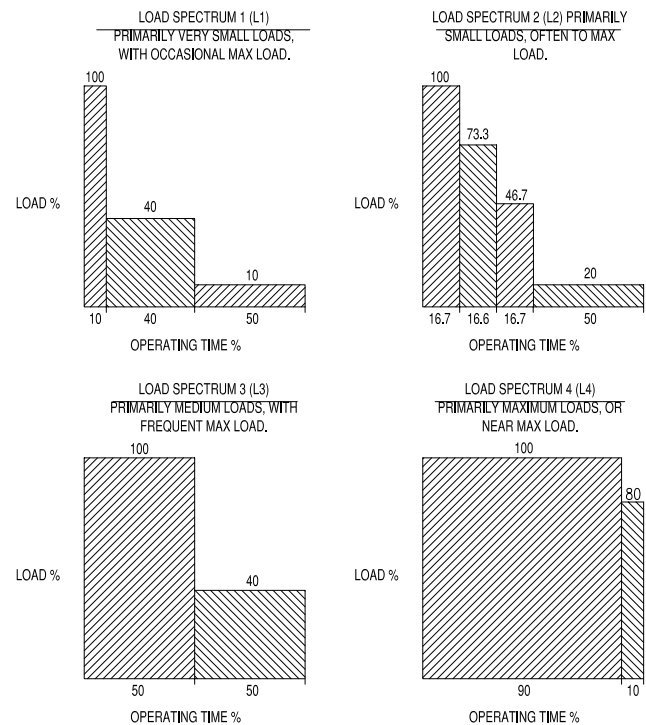
T = Daily Working Time (hr/day)

V = Hoisting Speed (ft/min)

$$t = \frac{2 \times H \times N \times T}{V \times 60}$$

Load Spectrum

Load Spectrum indicates the extent of which the mechanism is subjected to maximum stresses (full capacity lifts) or whether it is subject to smaller loads only. Use the charts below to estimate your load spectrum. For an exact means of calculating your load spectrum, refer to FEM 9.511 "Classification of Mechanisms".



Once the average daily operating time, "t", is calculated for a specific application, the Class of Operating Time can be identified. Using the Class of Operating Time along with the Load Spectrum, one can determine the duty classification requirement of the application. Defining the proposed equipment usage in this manner is critical to selecting the correct hoist for the application.

Classification of Mechanisms

| Load Spectrum | Class of Operating Time | | | | |
|---------------|---------------------------------------|-----|-----|-----|-----|
| | T2 | T3 | T4 | T5 | T6 |
| | Average Daily Operating Time (hr/day) | | | | |
| | ¼- ½ | ½-1 | 1-2 | 2-4 | 4-8 |
| L1 | 1Dm | 1Cm | 1Bm | 1Am | 2m |
| L2 | 1Cm | 1Bm | 1Am | 2m | 3m |
| L3 | 1Bm | 1Am | 2m | 3m | 4m |
| L4 | 1Am | 2m | 3m | 4m | 5m |

Example:

An application requires that a hoist be used to repeatedly lift and move small to medium size loads, but occasionally will be required to lift heavy loads equal to 5 metric tonne. This hoist will be operated daily for a single 8-hour shift and will be required to perform 15 lifting cycles per hour. The average height, which the load is lifted, is 18ft at a desired speed of 20ft/min.

The average daily operating time can be calculated from the above information:

$$t = \frac{2 \times 18 \times 15 \times 8}{20 \times 60} = 3.6 \text{ hr/day}$$

The description of the example application implies that the load spectrum is likely an L1 or L2. Choosing an L2 load spectrum factor and using the calculated average daily operating time, one can determine from the "Classification of Mechanisms" table above, the duty classification for this application is 2m for a 5 metric ton rated hoist.

For a more thorough explanation of the determination of mechanism classification, refer to FEM 9.511 "Classification of Mechanisms".

Your YALE "Global King" hoist was designed to meet the duty classifications as described above. The standard 5t, 10t and 15t capacity models are rated at 2m duty classification, while the 7.5t capacity model is rated at 3m duty classification.

SECTION II - INSTALLATION

2-1. GENERAL. YALE "Global King" electric hoists are lubricated and tested before being shipped from the factory. To place a hoist in service, install onto beam by adjusting appropriately for the flange width, connect to electrical service and perform pre-operation tests and checks.

⚠ WARNING

Only qualified personnel with proper supervision shall install the hoist on the monorail and perform the final pre-operation inspection.

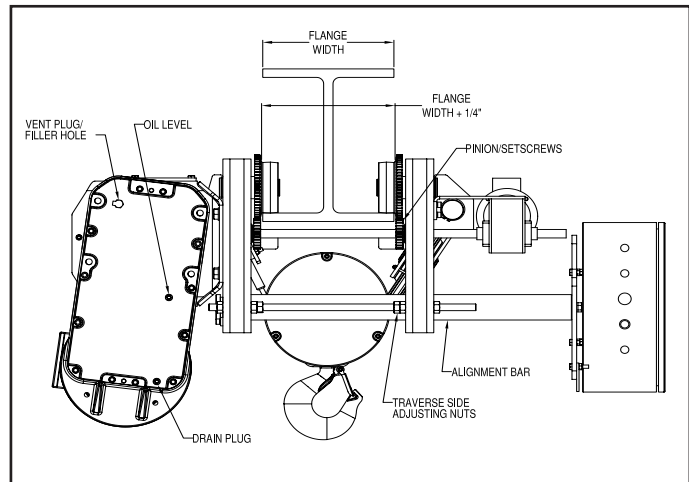
⚠ WARNING

Working in or near exposed energized electrical equipment presents the danger of electric shock.

TO AVOID INJURY:

DISCONNECT POWER AND IMPLEMENT LOCKOUT/TAGOUT PROCEDURE BEFORE REMOVING COVER OR SERVICING THIS EQUIPMENT.

2-2. INSTALLING HOIST



**Figure 2-1. Trolley Wheel Spacing
("B" & "C" Frame Shown)**

OPEN-END BEAM: If the trolley can be installed directly from the end of the supporting beam, adjust the spacing between the trolley wheel flanges to be 3/16"-1/4" greater than the exact width of the beam flange (See Figure 2-1). Before adjusting the width of the trolley frame, make sure to loosen the pinion set screws nearest the traverse drive on the keyed cross shaft and those on the traverse reducer. Do not lose the keys for the pinion and reducer during adjustment. Also, the electrical conduit/cable must not be constrained when attempting to adjust the trolley sides, in or out. The trolley width is adjusted by loosening the jam nuts on the traverse drive side of the threaded rods at each end of the hoist. If necessary, lubricate the frame alignment bars with penetrating oil before attempting to adjust trolley width. The trolley side may then be pushed or driven into position by turning the adjusting nuts on the threaded rods. Adjust nuts on each side of the hoist simultaneously, to avoid binding. After adjusting the trolley to the proper width, tighten all adjusting nuts and setscrews, and re-secure the electrical conduit/cable. Verify that the geared wheels mesh properly with the traverse drive pinions. Using proper equipment, carefully lift the hoist and install on the end of the beam. Lubricate the wheel gear and pinion (**WG**, Section IV, Paragraph 4-5).

⚠ NOTICE

Loosen all electrical cable or conduit attached to the frame and alignment bars before adjusting trolley width. Ensure that the electrical cable is not stretched, pinched, twisted or otherwise damaged when adjusting trolley width.

CLOSE-END BEAM: For trolleys which are to be mounted along the span of a beam not having open ends, the trolley must be adjusted in the same manner as described above to a width that allows clearance between the axle ends and the beam flange. Using proper lifting equipment, the trolley and hoist must then be lifted to the beam where it is to be installed. Once in position, adjust the spacing between the trolley wheel flanges to be 3/16"-1/4" greater than the exact width of the beam flange (See Figure 2-1). After tightening all adjusting bolts, set screws, and all electrical conduit/cable clamps, carefully set the trolley on the beam. Lubricate the wheel gear and pinion (**WG**, Section IV, Paragraph 4-5).

2-3. CONNECTING HOIST TO ELECTRICAL SERVICE.

Electrical service to the hoist may be power cable or a guarded system having sliding shoe or wheel type collectors.

Follow ANSI/NFPA 70, state, and local electrical codes including the grounding provisions thereof when providing electrical service to the hoist.

Make electrical connections using the appropriate wiring diagrams furnished with the hoist. Only qualified journeyman electricians shall make any electrical connections, including connections to collectors or power cord.

⚠WARNING

Be certain that electrical power supply is OFF and locked in the open position before attempting any electrical connections to the hoist. This equipment must be effectively grounded according to the National Electric Code ANSI/NFPA 70, or other applicable codes.

⚠CAUTION

Power supply to hoist and trolley must be the same voltage, frequency, and phase that are specified on the hoist and trolley nameplate.

2-4. PRE-OPERATIONAL CHECKS

- a) Check Oil Level. (Figure 2-1) The gearcase has been filled with oil to the proper level. However, this should be rechecked before operating the hoist.

Check oil level by removing the plug indicated in Figure 2-1. When properly filled, oil should be level with the bottom of the tapped hole. Fill to this level with oil as specified in Paragraph 4-2.e.

- b) Check Push Button Operation and Phasing. To properly check the phase of the hoist, follow these steps:

- (1) With "POWER OFF", operate all the push buttons and determine that they do not bind or stick in any position.

⚠WARNING

If any push button binds or sticks in any position - DO NOT TURN POWER ON - determine the cause and correct the malfunction before operating.

- (2) Connect hoist to power source.
- (3) Operate "UP" button briefly to determine direction of hook travel.
- (4) If hook raises when "UP" button is depressed, phasing is correct.
- (5) If hook lowers when "UP" button is depressed, hoist is "Reverse Phased." TURN AND LOCK POWER OFF and check the pushbutton wiring. If the pushbutton was wired properly, correct the problem by interchanging any two leads at power source connection. Do not change internal wiring of hoist.

⚠WARNING

On three phase hoists, it is possible to have "Reverse Phasing" causing the block to lower when the "UP" button is depressed. When this condition exists, the automatic limit switch is inoperative and hoist operation will be dangerous.

- c) Check Lower Block and Hoisting Cable. Depress "DN" push button and run lower block to its lowest position. No less than two wraps shall remain on the drum with the loaded hook in its lowest position. Also check to see that the lower block and rope do not twist excessively. If it does twist to the extent that two ropes rub against each other, disengage the swaged rope end from the frame anchor and twist the rope four or five turns in a direction opposite to that which the block turns. Reconnect rope to the frame anchor, holding firmly to eliminate rope twisting back to its original position. Operate hoist up and down a few times. If lower block still rotates excessively, repeat process until twisting is corrected.
- d) Lubricate Hoisting Cable. For longer cable life, it is recommended that the cable be lubricated at time of installation by applying a heavy coating of lubricant **CL** (Para. 4-7) as outlined in SECTION IV, Paragraph 4-3.
- e) Check Limit Switch Operation.
- (1) A geared rotary type upper and lower limit switch is provided as standard equipment on YALE "Global King" hoists. This switch is adjustable and although preset by the factory, it should be adjusted at time of installation to the desired high and low limits of lower block travel. Refer to SECTION VII, Paragraph 7-3.
- (2) A block operated upper limit switch can be furnished as optional equipment on YALE "Global King" hoists. This limit stop is factory set to stop the lower block at the safest high position, guarding against over travel and possible damage to hoist. Minimal adjustments can be made. When equipped with this option, the hoist should be tested by jogging the lower block against the limit switch actuator arm to assure the switch is functioning properly. When the lower block lifts the actuator, the hoist will automatically stop. If the lower block coasts through the limit switch when lifting, a reversing switch will automatically close and reverse direction of motion to lowering.
- f) An overcapacity limit switch is provided as standard equipment on YALE "Global King" hoists. This switch is adjustable and although preset by the factory, it should be adjusted at the time of installation to the desired setting. Refer to SECTION VII, Paragraph 7-4.
- g) When first using the hoist and trolley, operate with lighter loads through full travel before applying maximum load.

⚠WARNING

Damage to the hoist, a dropped load, and injury may result if limit switches fail due to improper use.

TO AVOID INJURY:

UNDER NORMAL OPERATING CONDITIONS, STOP HOIST TRAVEL BEFORE ENGAGING LIMIT SWITCHES. LIMIT SWITCHES ARE SAFETY DEVICES AND SHOULD NOT BE USED AS NORMAL OPERATING CONTROL.

⚠WARNING

Some hoists may be shipped with the electrical controls loose (disconnected) and will not have the upper and lower limit switches connected. DO NOT OPERATE HOIST UNTIL LIMIT SWITCHES ARE PROPERLY CONNECTED AND ADJUSTED. Failure to do so may allow hoist to be operated beyond proper travel limits, which can cause load to drop, resulting in damage to equipment or injury.

SECTION III - OPERATION

3-1. GENERAL. Operation of YALE "Global King" hoists is controlled by a convenient pendant push button station. With it, the hoist can be controlled to give fast lifting and lowering; or controlled to lift or lower the load in small increments, providing accurate positioning capability. The push button station has a built-in interlock to prevent depressing opposing buttons simultaneously.

When first using the hoist, break in by operating under lighter loads to full travel before applying maximum load.

3-2. PUSH BUTTON OPERATION

- a.) For the hoist motion depress push button marked "UP" to raise load.
- b.) For the hoist motion depress push button marked "DN" to lower load.
- c.) For the trolley traverse motion:

With two speed control depress buttons marked "<<" , ">>" or "N", "S" to activate the trolley traverse motion

With one speed control depress buttons marked "<" , ">" or "N", "S" to activate the trolley traverse motion.
- d.) On two-speed hoist or trolley motions, partial depression of a button operates hoist or trolley at slow speed; depressing button completely operates hoist or trolley at full speed.

⚠CAUTION

Excessive "jogging" will cause premature burning of contact tips, motor overheating and premature brake wear.

3-3. OPERATING PRECAUTIONS. Safe operation of an overhead hoist is the operator's responsibility. Listed below are some basic rules that can make an operator aware of dangerous practices to avoid and precautions to take for his own safety and the safety of others. Observance of these rules, in addition to frequent examinations and periodic inspection of the equipment, may save injury to personnel and damage to equipment.

⚠CAUTION

Equipment covered herein is not designed or suitable as a power source for lifting or lowering persons.

- a) **DO** read applicable sections of FEM Section IX, Series Lifting Equipment and the Operation, Service and Parts Manual.
- b) **DO** be familiar with hoist operating controls, procedures, and warnings.
- c) **DO** make sure hook travel is in the same direction as shown on the controls. If opposite direction occurs, see Pre-Operation Checks, Section II, Paragraph 2-4.b.
- d) **DO** make sure hoist limit switches function properly.
- e) **DO** maintain firm footing when operating hoist.
- f) **DO** make sure that the load slings or other approved attachments are properly sized and seated in the hook saddle.
- g) **DO** make sure that the hook latch is closed and not supporting the load.
- h) **DO** make sure that load is free to move and will clear all obstructions.
 - i) **DO** take up slack carefully, check load balance, lift a few inches and check load's holding action before continuing.
 - j) **DO** avoid swinging of load or load hook.
- k) **DO** make sure that all persons stay clear of the suspended load.
- l) **DO** warn personnel of an approaching load.
- m) **DO** protect wire rope from weld splatter or other damaging contaminants.
- n) **DO** promptly report any malfunction, unusual performance, or damage of the hoist.
- o) **DO** inspect hoist regularly, replace damaged or worn parts, and keep appropriate records of maintenance.
- p) **DO** use the hoist manufacturer's recommended parts when repairing a hoist.
- q) **DO** use hook latches.
- r) **DO** apply lubricant to the wire rope as recommended.
- s) **DO NOT** lift more than rated load.
- t) **DO NOT** use the hoist load-limiting device to measure the load.
- u) **DO NOT** use damaged hoist or hoist that is not working properly.
- v) **DO NOT** use the hoist with twisted, kinked, damaged, or worn wire rope.
- w) **DO NOT** lift a load unless wire rope is properly seated in its groove(s).
- x) **DO NOT** use wire rope as a sling or wrap rope around the load.

- y) **DO NOT** lift a load if any binding prevents equal loading on all supporting ropes.
- z) **DO NOT** apply the load to the tip of the hook.
- aa) **DO NOT** operate unless load is centered under hoist.
- bb) **DO NOT** allow your attention to be diverted from operating the hoist.
- cc) **DO NOT** operate the hoist beyond limits of wire rope travel.
- dd) **DO NOT** use limit switches as routine operating stops unless recommended. They are emergency devices only.
- ee) **DO NOT** use hoist to lift, support, or transport people.
- ff) **DO NOT** lift loads over people.
- gg) **DO NOT** leave a suspended load unattended unless specific precautions have been taken.
- hh) **DO NOT** allow sharp contact between two hoists or between hoist and obstructions.
- ii) **DO NOT** allow the rope or hook to be used as a ground for welding.
- jj) **DO NOT** allow the rope or hook to be touched by a live welding electrode.
- kk) **DO NOT** remove or obscure the warnings on the hoist.
- ll) **DO NOT** adjust or repair a hoist unless qualified to perform hoist maintenance.
- mm) **DO NOT** attempt to lengthen the wire rope or repair damaged wire rope.
- nn) **DO NOT** allow personnel not physically fit or properly qualified, to operate hoist.
- oo) **DO NOT** operate hoists unless hook moves in the same direction as indicated on the push button. If opposite direction occurs, see pre-operation checks, Section II Paragraph 2-4.b.
- pp) **DO NOT** operate hoist unless limit switches are operating properly.
- qq) **DO** avoid operating hoist when hook is not centered under hoist. Avoid side pulls and swinging of load or load hook when traveling hoist.
- rr) **DO** operate hoist within recommended duty cycle and **DO NOT** "jog" unnecessarily.
- ss) **DO** conduct regular visual inspections for signs of damage and wear.
- tt) **DO NOT** operate hoist with hooks that have opened up. See Section V, Paragraph 5-2.f.
- uu) **DO** provide supporting structure that has an appropriate design factor based on the load rating and dead weight of the hoist. If in doubt of the supporting structure's strength, consult a structural engineer.
- vv) **DO NOT** use hoist in location that will not allow operator movement to be free of the load.
- ww) **DO**, when starting to lift, move the load a few inches at which time the hoist should be checked for proper load holding action. The operation shall be continued only after the operator is assured that the hoist is operating properly and that the load is supported in the center of the base bowl/saddle of the hook.
- xx) **DO** observe recommended inspection and maintenance procedures.
- yy) **DO** use common sense and best judgment whenever operating a hoist.

SECTION IV - LUBRICATION

4-1. GENERAL. The lubrication services outlined in Paragraphs 4-3 thru 4-6 should be performed before initial operation of the hoist. The lubrication services outlined in Paragraphs 4-2 thru 4-6 should be performed at regular intervals at least every six (6) months, coinciding with spring and fall seasons is recommended. The reason for this is that on hoists installed outside or in unheated areas a "cold test" oil is required in such (below freezing) climates making seasonal changes necessary.

4-2. CHANGING GEARCASE OIL

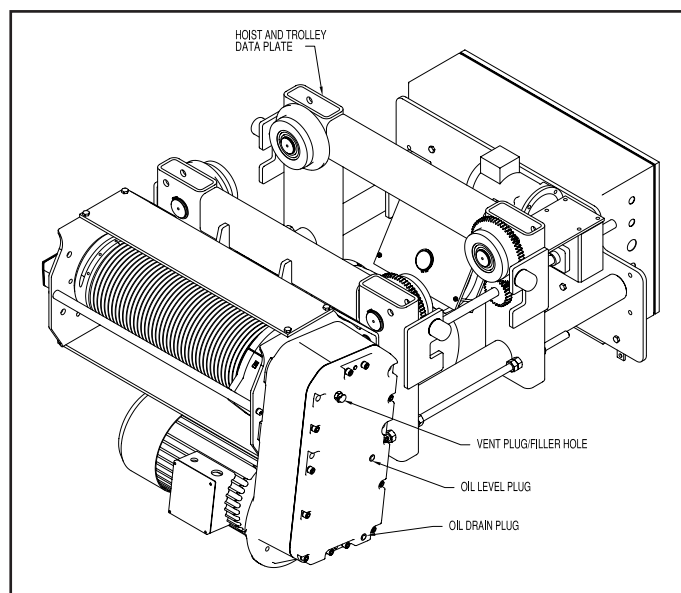


Figure 4-1. View of Hoist Showing Location of Name Plates and Oil Plugs ("B" & "C" Frame Shown)

- a) Add 5% solution of Mobilsol A (or equivalent) to the oil and run for a short time. This will clean components and hold particles in suspension for draining.
- b) Remove oil drain plug from bottom of gearcase and drain oil out. Dispose of oil in accordance with local environmental codes.

⚠WARNING

DO NOT operate hoist with the hoisting rope out of the drum grooves. Such operation may result in damage to the rope guide and rope and could result in the rope breaking. This may result in dropping the load that can cause damage to equipment and injury to operator or other personnel. Hoist rope will remain in the drum grooves during operation under normal operating conditions, however, slack or kinked rope, excessive side pulls, swinging or jerking of load, or similar abuse, may cause damage to the rope guide causing the rope to leave the grooves.

⚠WARNING

Avoid skin contact with Mobilsol A. In case of skin contact: dry wipe the skin, cleanse the area with a waterless hand cleaner and follow by washing thoroughly with soap and water.

- c) Reinstall drain plug.
- d) Remove oil level plug from front of gearcase cover.

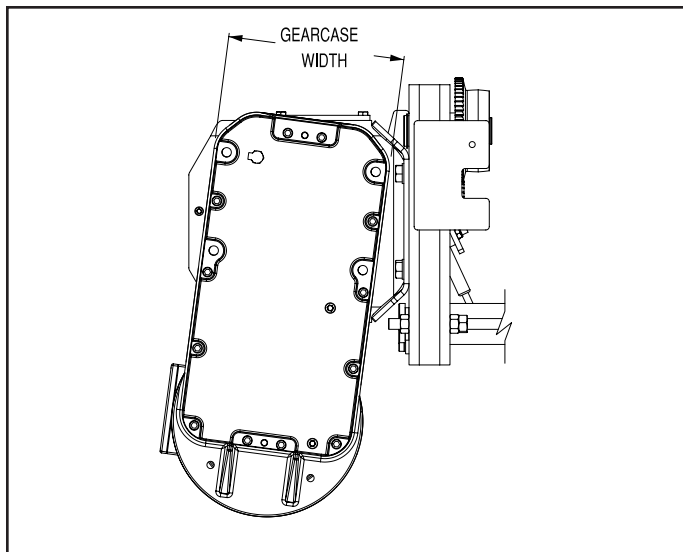


Figure 4-2. Gearcase Width Illustration

- e) Refill through filler hole to proper level (bottom of oil level plug hole) using **GCOH** (Paragraph 4-7). The amount of oil required depends on the overall size of the gearcase; three sizes are used for "Global King" hoists. To determine size and amount of oil to add, measure the width of hoist gearcase (see Figure 4-2). The "B" Frame measures 9-3/4" wide and requires approximately 5 quarts of oil. The "C" Frame measures 12-1/2" and requires approximately 11 quarts of oil. The "D" Frame measures 17" and requires approximately 12 quarts of oil.

4-3. LUBRICATION OF HOISTING CABLE. Hoists are shipped from the factory without an exterior coating of grease on hoisting cable. It is recommended that the cable be thoroughly coated at installation and kept well lubricated with **CL** (Paragraph 4-7).

4-4. LUBRICATION OF LIMIT SWITCH. Provide a light film of grease **MPG** (Paragraph 4-7) on bevel gear of rotary geared limit switch.

4-5. LUBRICATION OF GEARED TROLLEY WHEELS AND PINIONS. At installation and periodically, apply grease **WG** (Paragraph 4-7) to the traverse drive pinions and the gears of the trolley wheels.

4-6. LUBRICATION OF ROPE GUIDE

- a) **Maintenance.** The rope guide is made of a molded self-lubricated reinforced nylon material. It is lubricated prior to installation at the factory and requires only periodic inspection.
- (1) Periodically re-grease with **MPG** (Paragraph 4-7) by applying grease to the leading edge of the guide and rope drum.
 - (2) Every 6 months, the rope guide should be removed per Section V, Paragraph 5-5, cleaned and inspected. When reassembled, the rope guide should be thoroughly greased with **MPG** (Paragraph 4-7) and the hoist run up and down to lubricate both the drum and the wire rope.

Notes

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and extend across the width of the page. There are no margins, text, or other markings on the paper.

4.7. LUBRICANT SPECIFICATIONS

| 4.7. LUBRICANT SPECIFICATIONS | | AMBIENT TEMPERATURE | | |
|---|------------------------------|--|--|---|
| | | -20° to +50° F (-29° to +10°C) | 50° to 125° F (10° to 52°C) | 125° to 250° F (52° to 121°C) |
| GCOH | AGMA Lubricant | No. 6 | No. 7 EP | No. 7 |
| Gear Case Oil Hoist Gearcase | Viscosity @ 100° F | 1335 - 1632 SUS | 1919 - 2346 SUS | 1919 - 2346 SUS |
| | Viscosity Index | 154 | 95 | 158 |
| | Pour Point | -40°F | 20°F | -37°F |
| | Mobil ® Oil Corp. | Mobil ® SHC 632 | Mobilgear ® 634 | Mobil ® SHC 634 |
| | Shell ® Oil Co. | Omala ® RL 320 | Omala ® 460 | Omala ® RL 460 |
| | Texaco ® Inc. | Pinnacle ® 320 | Meropa ® 460 | Pinnacle ® 460 |
| SG | NLGI Grease | No. 1 | | |
| Spline Grease | ASTM D217 Worked Penetration | 310 - 340 | | |
| | Dropping Point | 320°F (160°C) | | |
| | Base | Lithium | | |
| | Mobil ® Oil Corp. | ----- Mobilux ® EP 111 ----- | | |
| WG | Viscosity @ 100° F | 25,000 SUS (contains diluent) | | |
| Wheel Gear and Pinion Grease | Mobil ® Oil Corp. | ----- Mobiltac ® 375 NC ----- | | |
| | Texaco ® Inc. | ----- Crater H ® ----- | | |
| CL | No Specification | | | |
| Cable Lubricant | Amoco ® Oil Co. | ----- Amovis ® 5-X ----- | | |
| | Mobil ® Oil Corp. | ----- Mobilarma ® 798 ----- | | |
| Wire Rope Lubricant | Sun ® Oil Co. | ----- Sunoco ® Wire Rope Lubricant ----- | | |
| | Texaco ® Inc. | Crater A | Texclad ® 2 | |
| GO | AGMA Lubricant | No. 1 | No. 2 | |
| General Oil General Oiling to Prevent Rusting and Provide Limited Lubrication for Points Not Considered Normal Wear Points | Viscosity @ 100° F | 193 - 235 SUS | 284 - 347 SUS | |
| | Viscosity Index | 60 Min. | 60 Min. | |
| | Pour Point | -20°F (-29°C) | 10°F (-12°C) | |
| | Amoco ® Oil Co. | Rykon ® Oil 46 | American Industrial Oil ® 68 | |
| | Mobil ® Oil Corp. | ----- Mobil ® DTE Oil Heavy ----- | | |
| | Shell ® Oil Co. | Rotella ® 10W | Rotella ® 10W-30 | |
| | Sun ® Oil Co. | Sunvis ® 932 | Sunvis ® 968 | |
| | Texaco ® Inc. | Rando ® Oil 46 | Rando ® Oil 68 | |
| MPG | NLGI Grease | No. 1 | No. 2 | |
| Multipurpose Grease Grease Lubricated Wear Points Provided with Fittings and Grid or Gear Type Flexible Couplings | 6ASTM Worked Penetration | 310 - 340 | 265 - 295 | |
| | Dropping Point | 360°F (182°C) | 360°F (182°C) | |
| | Base | Lithium | Lithium | |
| | Amoco Oil ® Co. | Amolith ® Grease 1 EP | Amolith ® Grease No. 2 EP | |
| | Mobil Oil ® Corp. | Mobilith ® AW 1 | Mobilith ® AW 2 | |
| | Shell ® Oil Co. | ----- Retinax LC ----- | | |
| | Sun ® Oil Co. | Prestige ® 741 EP | Sunoco ® Multipurpose 2 EP | |
| | Texaco ® Inc. | Multifak ® EP 1 | Multifak ® EP 2 | |
| GCOT | AGMA Lubricant | No. 7 or 7C (Compounded) | No. 8 or 8C (Compounded) | Refer to YALE Hoist Field Service Department for Gearcase Operating Temperatures above 125° F |
| Gear Case Oil Traverse Gear Case | ISO Viscosity Grade | 460 | 680 | |
| | Amoco ® Oil Corp. | Worm Gear Oil | Cylinder Oil #680 | |
| | Mobil ® Oil Corp. | Mobil ® SHC 634 Synthetic, Mobil ® 600W | Mobil ® SHC 634 Synthetic, Extra Hecla Super | |
| | Shell ® Oil Co. | Valvata ® J460 | Valvata ® J680 | |
| | Texaco ® Inc. | Meropa ® 460 | Meropa ® 680 | |

SECTION V - INSPECTION AND PREVENTIVE MAINTENANCE

5-1. GENERAL. All YALE "Global King" hoists are inspected and tested at the factory. Regular in-service inspection and preventative maintenance programs not only help reduce overall maintenance costs but may also prevent service shutdowns by forewarning of problems that could cause these shutdowns. Regular inspections, periodic minor adjustments, regular cleaning and lubrication and replacement of worn parts can help preserve good performance and operation of your hoist.

Many factors influence the inspection and preventative maintenance program required for your hoist. Frequency and severity of service and material handled, local environmental conditions and various applicable codes are some of the factors that the user must consider to adjust inspection and maintenance program outlined in this section to meet his specific conditions.

The inspection and maintenance intervals outlined in this section are considered a minimum. Recommended in the schedule are minimum inspection and maintenance intervals based on average daily use in a normal environment. Your YALE "Global King" hoist was designed to meet a specific duty classification as described by the FEM "Rules for the Design of Serial Lifting Equipment" and is to be used in accordance with the duty rating identified on the equipment nameplate. For more details regarding hoist duty cycles and average daily use, please reference FEM Section IX, Series Lifting Equipment or the Hoist Duty Classification page in this manual.

Environmental conditions in which the hoist operates are also important considerations for the user, when adjusting hoist inspection and maintenance programs to local conditions. Frequency of inspection and maintenance must be increased if hoist is subjected to severe atmospheric environmental conditions, such as corrosive vapors, extreme heat or cold, cement or dust and other airborne contaminants. The user should carefully consider all environmental conditions and adjust frequency and degree of maintenance for his local conditions. Consult the factory's Field Service Department for advice regarding unusual environmental conditions.

Various codes also regulate inspection and maintenance programs. Attention must be given to applicable federal standards, OSHA regulations, national standards, state and local codes which may include mandatory rules relating to hoist inspection and maintenance. The user should become familiar with all applicable codes for his area and be guided accordingly.

Listed on the Recommended Inspection and Maintenance Schedule are inspection frequencies and requirements. Perform these inspections regularly as scheduled and additional inspections as may be required for activity, service, and environment of your hoist. The hoist operator must be responsible for determining the operating conditions and severity of service.

Inspection Schedule and Maintenance Report Form.

Shown on page 12 of this manual is a recommended Inspection Schedule and Maintenance Report form that lists various components of the hoist. The form also includes trolley components, runway components, and miscellaneous items. This form is suggested as a guide for written inspection reports. Inspections are recommended each month and should be performed thoroughly enough to inform the hoist user of deficiencies for any item listed. This form does not supersede

the Inspection and Maintenance Schedule listed on page 11 of this manual but may be used to record scheduled inspection and maintenance services required.

The user should revise the inspection interval, add additional units or provide a similar form to suit particular conditions that may exist. However, written, dated and signed inspection reports should be maintained particularly on critical items such as hoist hooks, hoisting rope, sheaves, drums and brakes. Periodic review of old inspection reports can point out service life of hoist components, forecasting need for adjustment, repair or replacement of these components.

As a matter of expedience, appointed maintenance personnel inspecting hoist can also take care of minor adjustments, repairs and cleaning, where required. Note column on Inspection Schedule and Maintenance Report form headed Corrective Action and Notes. When corrective action is made during inspection, note condition of part or unit as inspected in appropriate Condition column with a check mark (✓). Note "during inspection" corrective action taken and date in space provided. In this manner, items requiring further attention will be checked (✓) without showing corrective action. This will advise the person responsible for hoist operation and safety, or whoever reviews the inspection reports, that deficiencies exist. The designated person will check all deficiencies as listed and re-examine or otherwise determine whether they constitute a safety hazard.

⚠WARNING

Deficiencies may be hazardous to personnel and equipment. Do not operate a hoist having deficiencies unless a designated qualified person has determined that these deficiencies DO NOT constitute a safety hazard.

Written, dated and signed inspection reports for many items are mandatory under OSHA regulations, and many state safety codes.

It is strongly recommended that the Inspection Schedule and Maintenance Report, shown herein, be completed by a qualified person designated with the responsibility for hoist operation and safety or an inspector appointed by this person.

Inspection records can point out the service life of hoist components and help forecast the need for adjustments, repairs, and ordering of replacement parts. File and review these reports after each inspection.

All YALE "Global King" hoists are equipped with a Pulse™ monitor, which is wired into the control circuit in the control enclosure. This equipment consists of a circuit board, a serial communications port, and onboard memory, which will retain data even when the hoist is removed from power. The Pulse monitor takes the "pulse" of the equipment by recording the most recent hoist activities including all normal operation events, motor starts, over-capacity lifts and thermal overload events. In addition, the monitor records the total cumulative operating time and motor starts for the life of the equipment. Each Pulse monitor is programmed with the equipment serial number at the factory.

helpful in establishing and scheduling preventative maintenance as well as an aid in troubleshooting the equipment. For additional information refer to the Pulse monitor manual (P/N 11817503) sent with this manual.

| RECOMMENDED INSPECTION AND MAINTENANCE SCHEDULE | |
|---|--|
| TIME INTERVAL | INSPECTION OR MAINTENANCE |
| Daily or start of each shift (visual) | * Check operation of all functional mechanisms including limit switch operation, brakes and control. Check hoist cable for kinks, abrasions, corrosion or broken wires or evidence of improper spooling on drum. Inspect hooks, upper and lower blocks, and all load bearing components for damage. |
| 1 Month | * HOIST CABLE - Inspect per Paragraph 5-6 and lubricate per Paragraph 4-3. |
| 1-3 Months | * ELECTRICAL CONTROLS - Inspect per Paragraph 5-4. Check hoist gearcase oil level - add oil as required per Paragraph 4-2.e. |
| 6 Months | <ul style="list-style-type: none"> * LOWER BLOCK -Inspect per Paragraph 5-2. * UPPER BLOCK -Inspect per Paragraph 5-3. * ROPE GUIDE-Inspect per Paragraph 5-5. * OVER-CAPACITY LIMIT SWITCH-Inspect per Paragraph 5-13. * BLOCK OPERATED LIMIT SWITCH (if equipped)-Inspect per Paragraph 5-12. * Lubricate hoist cable per Paragraph 4-3. Lubricate upper and lower hook block, Lubricate outboard bearing cartridge at grease fitting, Add a light film of MPG grease to the bevel gear in the screw type limit switch per Paragraph 4-7. |
| Annually | * Complete inspection. Motor brake and actuating mechanisms inspected and adjusted per Paragraph 5-10. Inspect hooks with crack detecting procedures per Paragraph 5-2. |

| Hours of "on" time | | |
|--------------------|------------|-------|
| Load Spectrum | Hoist Duty | |
| | 2m | 3m |
| L1 | 12500 | 25000 |
| L2 | 6300 | 12500 |
| L3 | 3200 | 6300 |
| L4 | 1600 | 3200 |

* Complete inspection, disassembly and maintenance required. It is recommended that your YALE repair Station be contacted for this service.

Notes

[illegible]

INSPECTION SCHEDULE AND MAINTENANCE REPORT

HOIST SERIAL NO. (MFGRS) _____

CUSTOMER CRANE IDENTITY NO. _____

RATED LOAD _____

LOCATION IN PLANT _____

TYPE _____

THIS INSPECTION IS MONTHLY ☐ ANNUAL ☐

VOLTAGE _____

SEMI-ANNUAL ☐

INSPECTED BY: _____ DATE _____

| COMPONENT, UNIT OR PART and location | | * Recommended Inspection Interval | | | CONDITION (Check column best indicating condition when part or unit is inspected. Use note column to the right if condition is not listed below.) | | | | | | CORRECTIVE ACTION NOTES | |
|--------------------------------------|---------------------------|-----------------------------------|-----------------------|-----------------------|--|---------------------|---|---|--|-------------------------------|----------------------------|------|
| LOCATION | COMPONENT, UNIT OR PART | MONTHLY | SEMI-ANNUAL | ANNUAL | GOOD | ADJUSTMENT REQUIRED | REPAIR REQUIRED (Loose Parts or Wires) | REPLACEMENT REQUIRED (Worn or Damaged) | LUBRICATION REQUIRED (Low Oil or Grease, Rust or Corrosion) | CLEANING OR PAINTING REQUIRED | | DATE |
| HOIST | Motor | <input type="radio"/> | | | | | | | | | | |
| | Motor Brake | <input type="radio"/> | | | | | | | | | | |
| | Mechanical Load Brake | <input type="radio"/> | | | | | | | | | | |
| | Overload Clutch | <input type="radio"/> | | | | | | | | | | |
| | Couplings | <input type="radio"/> | | | | | | | | | | |
| | Gears, Shafts & Bearings | <input type="radio"/> | | | | | | | | | | |
| | Upper Block | <input type="radio"/> | | | | | | | | | | |
| | Lower Block | <input type="radio"/> | | | | | | | | | | |
| | Hook & Throat Opening | <input checked="" type="radio"/> | | X | | | | | | | Record Hook Throat Opening | |
| | Hoist Rope | <input checked="" type="radio"/> | | | | | | | | | | |
| | Rope Drum | | <input type="radio"/> | | | | | | | | | |
| | Rope Guide | | <input type="radio"/> | | | | | | | | | |
| | Guards | <input type="radio"/> | | | | | | | | | | |
| Limit Switches | | | | | | | | | | | | |
| CONTROL STATION OR PUSH BUTTON | Pushbutton | | <input type="radio"/> | | | | | | | | | |
| | Wiring | | <input type="radio"/> | | | | | | | | | |
| TROLLEY | Motor | <input type="radio"/> | | | | | | | | | | |
| | Brake (when so equipped) | <input type="radio"/> | | | | | | | | | | |
| | Couplings | <input type="radio"/> | | | | | | | | | | |
| | Gears, Shafts & Bearings | <input type="radio"/> | | | | | | | | | | |
| | Frame | | | <input type="radio"/> | | | | | | | | |
| | Wheels | | <input type="radio"/> | | | | | | | | | |
| | Bumpers | | <input type="radio"/> | | | | | | | | | |
| | Guards | | <input type="radio"/> | | | | | | | | | |
| | Conductors | <input type="radio"/> | | | | | | | | | | |
| | Collectors | <input type="radio"/> | | | | | | | | | | |
| RESISTORS | Hoist | | <input type="radio"/> | | | | | | | | | |
| | Trolley | | <input type="radio"/> | | | | | | | | | |
| RUNWAYS | Monorail Joints | | <input type="radio"/> | | | | | | | | | |
| | Monorail | | <input type="radio"/> | | | | | | | | | |
| | Main Conductors | <input type="radio"/> | | | | | | | | | | |
| | Main Collectors | <input type="radio"/> | | | | | | | | | | |
| MISC. | General Condition | | <input type="radio"/> | | | | | | | | | |
| | Load Attachment Chains | <input checked="" type="radio"/> | | | | | | | | | | |
| | Rope Slings & Connections | <input checked="" type="radio"/> | | | | | | | | | | |
| | Change Gearcase Lub. | | | <input type="radio"/> | | | | | | | | |
| | Grounding Faults | | <input type="radio"/> | | | | | | | | | |

* See text for DAILY & WEEKLY REQUIREMENTS.
 ○ INSPECTION INTERVAL.

● SIGNED & DATED REPORT REQUIRED – OSHA.
 X MAGNETIC PARTICLE OR EQUIVALENT EXAMINATION REQUIRED.

Typical Inspection Schedule and Maintenance Report form.
 User must adjust inspection interval and components to suit his individual conditions and usage.

12375gwr

⚠ WARNING

Do not operate a hoist having unusual vibrations, sounds, or with anything visibly or otherwise wrong. Danger may be present that the hoist operator cannot see. Determine and correct the cause of unusual conditions and make certain hoist can be operated safely.

5-2. INSPECTION OF LOWER BLOCK

Refer to the Section IX, Figure 9-4.

Lower Block Assembly.

- a) Check lubrication of all parts. Also lubricate the shank of the hook that passes through the crosshead. If the thrust bearing is removed, apply **MPG** grease (Section IV, Paragraph 4-7).
- b) Check each sheave to insure rope groove is smooth and free from burrs, or other surface defects.
- c) Check each sheave for freedom of rotation; replace bearings if defective.
- d) Make certain that the spring pin holding the hook nut to the hook is securely in position.
- e) If hook is equipped with a hook latch or rotational lock, check to determine that they are in good operating condition.
- f) Check throat opening of the hook. (Refer to Figure 5-2.) It is recommended that upon receipt of the hoist, a measurement be made and recorded of the hook throat opening. OSHA regulations require that the hook be replaced if the throat opening exceeds 15 percent of the original opening, or if the hook is twisted more than 10 degrees from the unbent plane. We suggest that a gage block properly identified to the hoist, similar to the one shown in Figure 5-2, be made for each hook for use in these measurements.

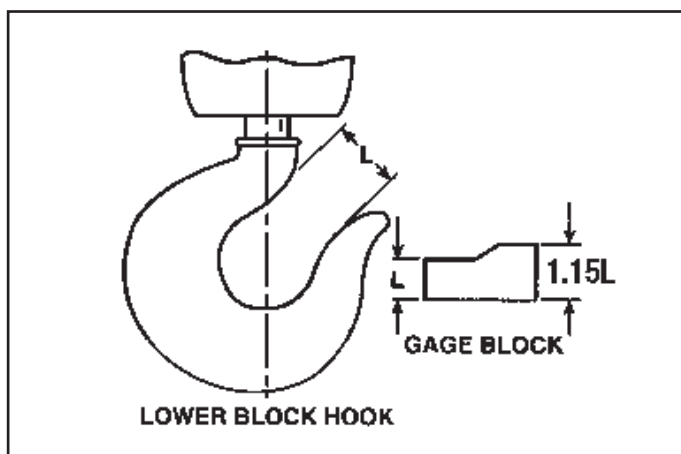


Figure 5-2. Gage Block

- g) Hooks showing signs of cracks must be replaced. Hooks should be inspected at least once per year using dye penetrants, magnetic particle, or other suitable non destructive test methods.
- h) Check wear of the hook, especially at the saddle and replace if worn more than 10% of original dimensions.

5-3. INSPECTION OF UPPER BLOCK

Refer to the Section IX, Figure 9-5.
Upper Block Assembly.

- a) Check upper block sheaves for wear, damage and freedom of rotation. If sheaves do not rotate freely, disassemble block and inspect bearings. Replace worn or damaged bearings, washers, pins, or sheaves.
- b) Make certain that all sheaves, bearing and hanger pins are free of foreign material. Bearings without grease fittings are lubricated for the life of the bearing and require no further lubrication.
- c) Make certain that the rope retention bolts are not bent, loose or otherwise distorted; bolts must have close clearance to sheave flange to keep rope in sheave grooves.

5-4. INSPECTION OF ELECTRICAL CONTROLS

Arrangement of electrical control equipment varies with the type of control, physical space and the optional control features ordered with the hoist.

Note the location in the electrical enclosure of the control circuit fuse, transformer, limit stop switches and the hoist contactors. Trolley contactors and optional hoist and trolley fuses are also located in this enclosure.

Use wiring diagrams furnished with hoist to determine electrical components on your hoist; then determine component location and identity on your hoist.

⚠ WARNING

Be certain that main power switch is locked in open position (OFF) before opening hinged control enclosure cover mounted to the counterweight.

- a) Open hinged control panel enclosure cover mounted to the counterweight and inspect wiring and terminals. Terminals should be securely crimped to wires and insulation sound. Terminal screws should be tight.
- b) Check condition of contactor assembly, transformer, and upper limit switches.

5-5. INSPECTION OF ROPE GUIDE

- a) General. The rope guide is intended to help prevent the rope from "back-winding" and to hold the rope in the proper groove. Side pulling and excessive load swing will severely damage the rope guide and must be avoided.

⚠ WARNING

Side pulling and excessive load swing will severely damage the rope and rope guide. Failure of these components may result in injury.

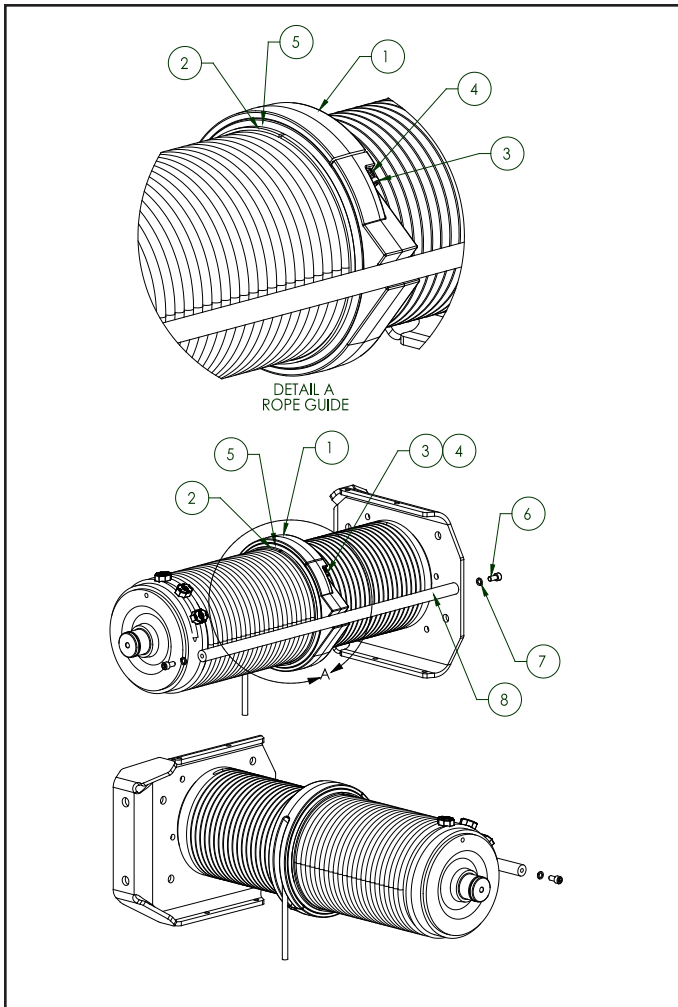


Figure 5-3a. Rope Guide Assembly ("B" & "C" Frame)

b) **Disassembly for "B" & "C" Frame.** Refer to Fig. 5-3a. For further assistance in locating components, refer to the parts list in Section IX.

- (1) Remove socket head cap screws and lock washers (Items 6 and 7). Remove drum frame rod (Item 8).
- (2) Remove shoulder bolts (Item 3) and compression springs (Item 4). The two halves of the rope guide body (Item 1) can now be pulled off the drum separately. When reassembling be sure that the half with the rope slot is on the top half of the drum.

⚠ WARNING

Once shoulder bolts are removed, the halves will separate and, if not properly supported, the halves could fall.

- (3) Carefully unhook the rope tensioning spring (Item 5), which is under tension.

⚠ WARNING

The rope tensioning spring is under considerable tension; use caution when unhooking to avoid injury.

- (4) Remove the split plastic shroud (Item 2) from the drum. When reassembling the rope guide, be sure the plastic shroud (Item 2) fits snugly in the rope guide body groove.
 - (5) Thoroughly clean and inspect all components.
 - (6) Follow steps in reverse to reassemble. Be sure to regrease the rope guide with **MPG** (Paragraph 4-7), after assembling.
- c) **Disassembly for "D" Frame.** Refer to Fig. 5-3b. For further assistance in locating components, refer to the parts list in Section IX.
- (1) Remove hex head cap screws and lock washers (Items 1 and 2). Pull back on drum frame rod assembly (Item 3) until the free end pulls free of the gearcase end drum bracket.
 - (2) Slide the rope guide assembly (Item 4) off the end of the drum frame rod and remove from drum groove area. Note the required orientation of the rope guide assembly for re-installation.
 - (3) Thoroughly clean and inspect all components.
 - (4) Follow steps in reverse to re-install, paying attention to orientation and making sure to seat the assembly into the correct drum groove. Be sure to regrease the rope guide with MPG (Paragraph 4-7), after assembling.

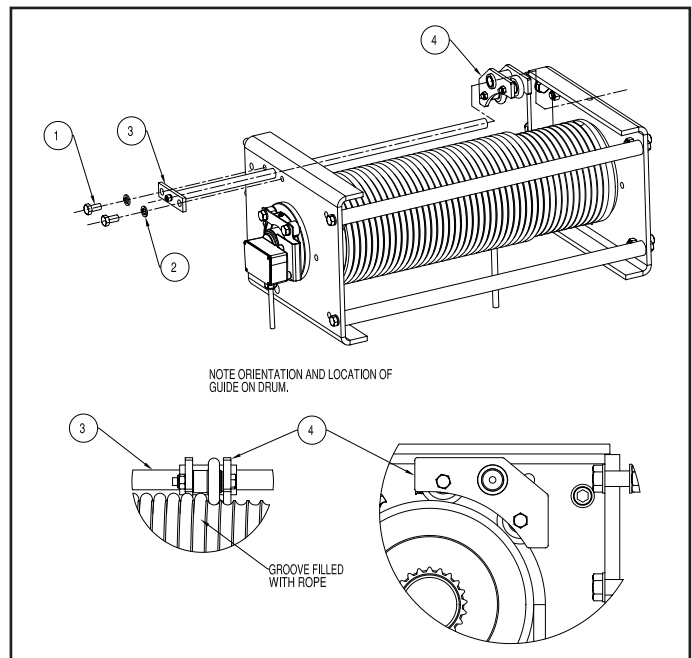


Figure 5-3b. Rope Guide Assembly ("D" Frame)

5-6. ROPE INSPECTION, MAINTENANCE AND REPLACEMENT

⚠ WARNING

Wire Rope improperly handled or abused can create a **SAFETY HAZARD**. Read and comply with inspection, maintenance and replacement information given herein.

a) Inspection. Wire rope on your hoist is one of the most important components requiring frequent inspection and maintenance. All wire ropes will eventually deteriorate to a point where they are not safe and will require replacement. Wire rope should be thoroughly inspected at regular monthly intervals by an authorized person and a determination made when further use of the rope would constitute a safety hazard. Each inspection should include a written dated and signed report of rope condition. Reports should be filed and reviewed each month and any rope deterioration carefully noted. Inspections revealing, but not limited to the following conditions, should cause inspector to question remaining strength of rope and consider replacement. Inspections should take place at the most active sections of the rope, which may be identifiable through visual inspection of rope color. Ropes will wear more quickly in areas that are more frequently in contact with the running sheaves and drum.

- (1) Replace wire rope if the number of visible broken wires exceeds 13 over a length of 6 times the nominal diameter (6d) or exceeds 26 wires over a length of 30d.
- (2) Replace wire rope, if a complete strand has broken.
- (3) Replace wire rope, if rope exhibits swelling, bruises, permanent bends, kinks, crushing, bird-caging or especially heavy wear.
- (4) Replace wire rope, if rope has suffered heat damage from any cause.

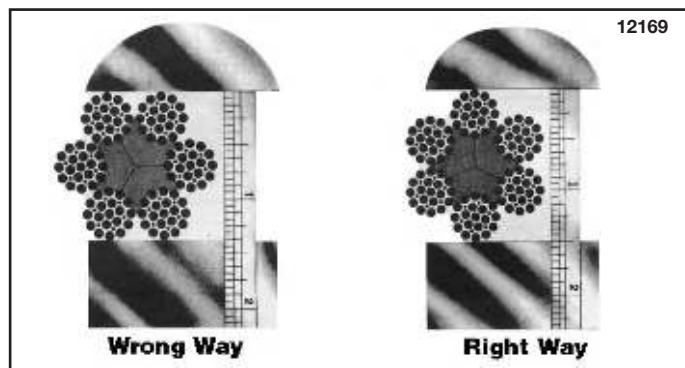


Figure 5-4. Correct Method of Measuring Rope

- (5) Rope corrosion and/or rust formation, internal or external.
- (6) Effects from improper lubrication.
- (7) Rope being idle for one month or more due to shutdown or inactivity.

Special attention should be exercised when inspecting rope normally hidden during inspecting procedures.

Please refer to FEM Section IX, Series Lifting Equipment, namely Section 9.661, "Dimensions and Design of Rope Reeving Components" and ISO 4309, "Wire Ropes - Care, Maintenance, Installation, Examination and Discard", for illustrations and definitions when following the above guidelines for rope inspection.

- b) Maintenance. Keep rope well lubricated to help reduce internal friction and prevent corrosion. Lubricant, as described in Paragraph 4-3, should be applied as a part

of the regular maintenance program. Special attention is required to lubricate sections of rope over equalizing sheaves and other hidden areas.

Avoid dragging ropes in dirt or around sharp objects that will scrape, nick, crush, or induce sharp bends in the rope.

⚠ WARNING

Use only factory-approved rope with swaged wire rope socket.

- c) Replacement. When recommended by an authorized inspector, the rope should be replaced. Replacement rope assemblies are shipped from the factory carefully coiled to prevent damage by kinking. Care must be taken to avoid twisting or kinking when uncoiling and handling during reeving.

Before replacing rope, check condition of grooves in sheaves and drums to determine if they are excessively worn.

When first using hoist after rope replacement, break in rope by operating under lighter loads to full travel before applying maximum load.

5-7. ROPE REEVING

- a) General. Place reel on stand with shaft through the center of reel so rope can be pulled straight out with reel rotating.

⚠ CAUTION

It is imperative that rope reel or coil rotates as rope unwinds. If coil or reel does not rotate the wire will be twisted as it is uncoiled and kinking will result. A kinked rope may be damaged and unsafe for maximum service.

- b) Before removing the old rope, refer to reeving diagram, Figure 5-5. To assist with re-reeving your hoist, refer to the reeving diagram and corresponding paragraph that describes the reeving procedure.

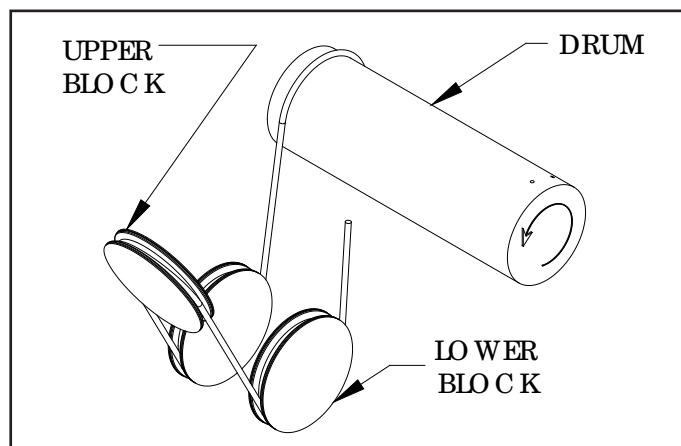


Figure 5-5. Reeving Diagram - 4 Part Single Reeved.
(Note: Arrow on Drum Indicates Direction of Drum when Lowering.)

c) Removing old rope. Please refer to Section IX to assist in locating components referred to in the following paragraphs.

- (1) Lower the lower block to a scaffold 6 to 7 feet below hoist to relieve tension on wire rope. (Lower block may be lowered to the floor if desired; however, to handle less weight and for ease of reeving, adequate scaffold below the hoist is recommended.)

⚠CAUTION

Be certain all personnel are clear of hoist as components, hardware, and wire rope are removed from hoist.

- (2) Remove the cap screws and hex nuts that retain the lower block sheave covers. Remove covers.
- (3) Remove retaining rings from lower block sheave pin.
- (4) Slide out lower block sheaves and remove wire rope.
- (5) Remove two (2) rope retention bolts and nuts from upper block yoke.
- (6) Remove one retaining ring on upper block to allow removal of upper block sheave pin.
- (7) Securely grasp the upper block sheave before carefully sliding the sheave pin out. Note that two spacers will also be released as the pin is removed.
- (8) Remove wire rope from sheave.
- (9) Remove cotter pin from dead end anchor pin. Securely grasp the swaged wire rope before removing the pin.
- (10) Remove rope guide per Section V, Paragraph 5-5.
- (11) Make certain all personnel are clear of hoist and operate hoist "DN" to completely unwind all wire rope from drum. Stop hoist so all (3) rope clamps are accessible. Remove rope clamps and wire rope from drum.

NOTE

It may be necessary to adjust the geared limit switch in order to completely unwind all of the rope from the rope drum.

⚠WARNING

Winding rope on rope drums with power can be hazardous. Keep hands safe distance from drum; wear gloves and use extreme care when winding rope.

d) Installing new rope.

- (1) Thread rope to drum from trolley frame side then secure with rope clamps as follows:
 - (a) Make sure that the rope clamp groove size, as marked on top of the clamp above the groove, matches the rope size for your hoist (9mm on the "B" Frame, 12mm on the "C" Frame and 15mm on the "D" Frame).

- (b) With the rope lying in the bottom of the drum groove, begin by tightening the rope clamp at the tail end of the rope. Torque the "B" and "C" Frame clamp to 25-30 ft-lbs. (34-40 N-m). Torque the "D" Frame clamp to 65-70 ft-lbs. (88-95 N-m).

- (c) Applying tension to the rope and keeping it properly seated in the drum groove, install the remaining two clamps to the specified torque above.

- (2) With all personnel clear of hoist - TURN ON POWER.

- (3) Operate hoist "UP" guiding six (6) wraps of new rope into drum grooves with gloved hand.

- (4) Reinstall rope guide over rope in rope drum grooves as shown in Figure 5-3a. & 5-3b. and outlined in Section V, Paragraph 5-5. Continue lubricating as rope is spooled onto the drum until about 28'-0" remain unwound.

- (5) With outer lower block covers removed, thread the wire rope through the sheaves of the upper and lower block as shown in Figure 5-5.

- (6) Attach swaged rope end to the dead end anchor pin and fasten with either the new cotter pin provided with the rope ("B" & "C" Frame) or the retaining rings provided with the hoist ("D" Frame).

- (7) Replace the lower block sheave covers.

- (8) Lubricate cable per Paragraph 4-3.

e) Checking for and removal of rope twisting.

- (1) To remove rope twist in four part single reeved hoists:

- (a) Observe direction block tends to rotate.

- (b) Lower the block to a low position and TURN OFF (lock out) POWER.

- (c) Remove swaged fitting from anchor pin and rotate rope several turns in a direction tending to correct block rotation.

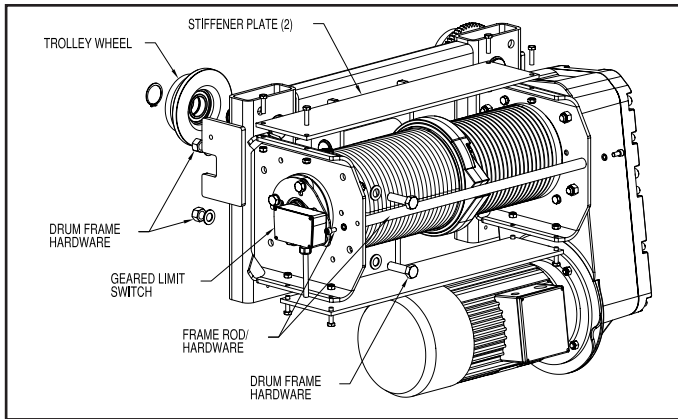
- (d) TURN ON POWER; raise and lower the block several times to feed the correcting twist in the rope through the reeving.

⚠WARNING

Geared limit switch must be reset after replacing wire rope. Check limit switch operation carefully, without load, before placing hoist in service. SEVERE DAMAGE AND/OR A DROPPED LOAD COULD RESULT. Allow 3" for hook drift in both directions. Do not allow less than two (2) complete wraps of rope on drum with hook in lowest position.

⚠WARNING

The hoist must be removed from service and placed on the ground for any maintenance that requires removal of the output shaft assembly or drum.

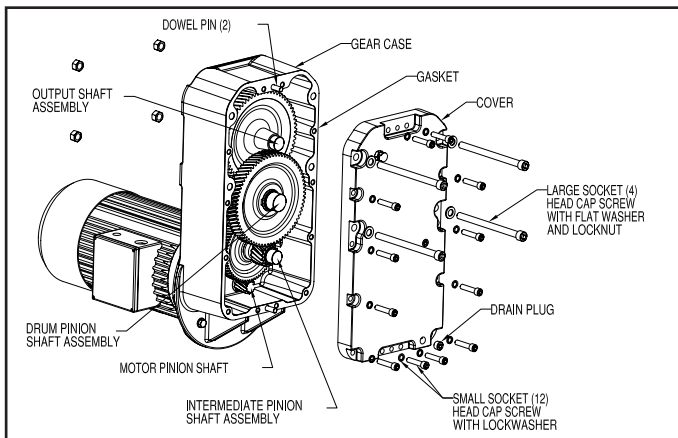


**Figure 5-6. Drum Frame & Geared Limit Switch
("B" & "C" Frame Shown)**

5-8. INSPECTION OF ROPE DRUM AND SHAFT

- To remove the rope drum, remove the rope guide and hoisting cable, as outlined in Section V, Paragraphs 5-5 and 5-7.c., respectively.
- Remove the geared limit switch or disconnect the wires so that the electrical cable will not inhibit removal of the drum. (see Figure 5-6).
- Remove the hoist from the beam, place it on the ground and provide adequate means to support the drum before removing the frame rod cap screw(s) and stiffener plate hardware ("B" & "C" Frame only) at the outboard end drum frame (see Figure 5-6).
- The hardware attaching the drum frame to the hoist and trolley frame may then be removed.
- Keeping the drum level, remove the drum from the splined output shaft at the gear case end.
- Inspect the gearcase output shaft and drum splines for wear.
- Before re-assembling, by reversing above instructions, make sure to apply a liberal amount of **SG** (Paragraph 4-7) spline grease to both the output shaft and drum splines. Torque "B" Frame drum mounting bolts to 170 ft-lbs. (230 N-m) and the "C" and "D" Frame drum mounting bolts to 325 ft-lbs. (440 N-m).

5-9. INSPECTION OF HOIST GEARING



**Figure 5-7. Hoist Gear Case Assembly
("B" & "C" Frame Shown)**

a) **General.** The hoist gear case is a triple-reduction, splash lubricated, vertically split, cast aluminum case and cover. A helical gear train provides smooth and quiet hoisting operation. The gear shafts are supported with ball and roller bearings housed in the back of the case and in the cover. The input pinion is integrated onto the motor shaft. An oil seal housed in the gear case at the motor input seals the motor shaft as it passes into the gear case. Since the entire motor shaft is submerged in oil, anytime the motor is removed, the oil must be drained from the gear case. All pinions are integral with their shafts while the gears are keyed and pressed onto their shafts, with exception of the integral output shaft. The output shaft passes through an oil seal in the back of the gear case and drives the drum by means of a crowned spline. One end of the rope drum is supported on this output shaft.

b) **Inspection and Disassembly.**

Gearcase. (See Figure 5-7.)

- Lower hook block to the floor and relieve all load from ropes.
- Make sure power to hoist is off and locked out.

⚠WARNING

Before disassembly, prevent rope drum from free spinning by wedging drum in place with a block of wood, and resting lower block on work surface so all weight is off rope drum. Rope may also be removed from hoist drum.

- Drain the oil from the gear case per Section IV, Paragraph 4-2.
- On the "B" and "C" Frame hoists, check to make sure that the two (2) hex bolts securing the gearcase to the drum frame bracket are in place and tightened securely. These bolts will be supporting the gearcase after the cover is removed.

On the "D" Frame hoist, the bolts supporting the gearcase are installed through tabs on the outside of the housing and do not pass through the cover. These bolts are not to be removed.

- Provide adequate means to support the gearcase cover. On the "B" and "C" Frame hoists, remove the four (4) socket head cap screws that protrude through the cover and gearcase. Remove the smaller socket head cap screws and lockwashers holding the cover to the gearcase. Carefully draw the cover directly away from the gearcase, as damage to this surface will prevent the gasket from sealing properly. If needed, lightly tap on the top and bottom cover tabs to release. As the cover is removed, ensure that all gear and shaft assemblies remain in the case and are fully supported by the gearcase bearings.

⚠WARNING

If output shaft assembly is pulled out of the gear case with the cover, it will disengage from the drum allowing the drum to drop. Be certain all shaft assemblies stay in the case.

- (6) If it is necessary to remove the output shaft assembly from the gear case, the rope drum must first be removed from the hoist. See Section V, Paragraph 5-8.

⚠WARNING

The hoist must be removed from service and repaired on the ground for any maintenance that requires removal of the output shaft assembly or drum.

Only once the output shaft is free of the rope drum, can the output shaft assembly be safely removed from the gearcase. Provide an adequate means to support this shaft and gear assembly before removing, as it is heavy. The "B" Frame gear assembly weighs 27 lbs., the "C" Frame gear assembly weighs 55 lbs. and the "D" Frame hoist assembly weighs 120 lbs.

- (7) The pinion shaft and gear assemblies may be removed as necessary.
- (8) Inspect all gears, pinions, bearings, and the output shaft spline for wear, pitting, or mechanical damage. Replace as necessary. See Section IX, Figure 9-2 for replacement parts. It is recommended that gears and pinions only be replaced as sets. Thoroughly clean the output shaft external spline teeth before reassembly.
- (9) Assembly is opposite of removal. Use a new gasket. Do not attempt to assemble the cover to the gear case without a gasket, as the spacing between bearings will be reduced. Severe damage to the hoist will occur if no gasket or the wrong gasket is used. Refill gear case with new lubricant per Section IV, Paragraph 4-2 before use. Using **SG** (Paragraph 4-7), grease the spline teeth on the output shaft before reinstalling rope drum.
- (10) Test hoist per Section V, Paragraph 5-14 to ensure proper lubrication.

Hoist Motor.

- (1) Lower hook block to the floor and relieve all load from ropes.
- (2) Make sure power to hoist is off and locked out.
- (3) Drain the oil from the gear case per Section IV, Paragraph 4-2.
- (4) Disconnect the wiring and conduit from the motor junction box.
- (5) Provide a means to support the hoist motor. The "B" Frame motor weighs 95 lbs., the "C" Frame motor weighs 175 lbs. and the "D" Frame motor weighs 245 lbs. The motor must be adequately supported and held horizontally while removing and installing.
- (6) Once the motor is properly supported, remove the hardware fastening it to the gear case. Carefully withdraw the motor horizontally straight out from the gear case. Do not tip or move the motor from side to side.
- (7) Replace the motor shaft seal using an appropriate seal driver. It is recommended that a new seal be installed each time the motor is removed from the case.

IMPORTANT!

- (8) Before reinstalling the motor, pack the gear teeth with **MPG** grease (Paragraph 4-7) and wrap the gear teeth with a number of layers of Teflon tape to protect the seal lip from being damaged by the gear teeth. Coat the seal lip and the motor shaft with **MPG** grease.

⚠WARNING

Failure to use a factory replacement seal will cause premature seal failure due to specific lip material requirements that must be met.

- (9) Install the motor to the gear case. The motor shaft must be in line with the seal bore and perpendicular to the mounting surface before attempting to insert the shaft through the seal. The motor shaft must remain horizontal and not rock up and down or side-to-side while installing the motor or seal damage will occur. It may be necessary to rotate the rope drum slightly to align the gear teeth to mesh with the teeth on the motor shaft. Ensure that the motor seats properly into the rabbet fit machined in the gear case. Fasten the motor to the gear case.
- (10) Reconnect the conduit and power leads to the motor. See Section VIII and refer to the specific wiring diagrams shipped with your hoist.
- (11) Refill gear case with lubricant per Section IV, Paragraph 4-2.
- (12) Test hoist to ensure proper operation per Section V, Paragraph 5-14.

5-10. INSPECTION OF MOTOR BRAKE AND ACTUATING MECHANISM

- (1) (Except Motor 333273) (see 5-10 (2) 7½ hp)
- a) General Operation. The hoist brake is an electro magnetically released, spring set non-adjustable brake. Torque is generated by compressing a friction disk between the stationary motor end bell and the spring loaded brake armature. The friction disk is fixed to and rotates with the motor shaft. When the magnet coil is energized, the armature plate is pulled across the air gap. The friction disk is carried by a splined hub that permits axial movement when the brake is released. This axial movement releases both sides of the friction disk from their mating stationary surfaces and allows the friction disk to rotate freely when the brake is energized. When power is removed from the magnetic coil, the compression springs push the armature against the friction disk and the other side of the friction disk against the motor end bell generating the torque necessary to stop the hoist machinery and hold the load.

It will be necessary to compensate for the friction disk wear when a greater amount of hook movement (drift) is noticed when stopping. There is no torque adjustment of the brake. Friction disk wear can only be compensated for by resetting air gap.

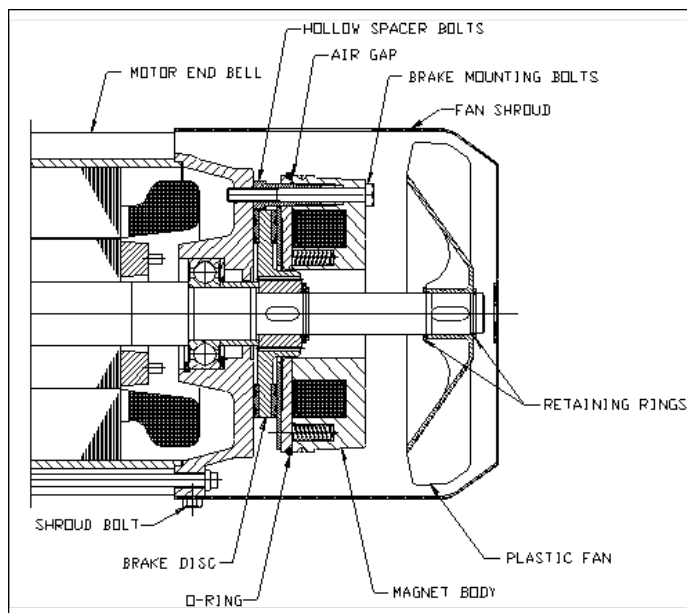


Figure 5-8a. Motor Brake (Except 333273)

b) Friction Disk Inspection and Air Gap Adjustment.

- (1) Lower hook block to the floor and relieve all load from ropes.
- (2) Make sure power to the hoist is off and locked out.

⚠WARNING

Check to be certain main power switch is locked in open position (OFF), before removing fan shroud.

- (3) Remove the four (4) bolts attaching the fan shroud to the motor and remove the fan shroud. See Figure 5-8.
- (4) Carefully roll the large O-ring from the groove over the air gap back toward the magnet body. Do not excessively stretch this O-ring.
- (5) Measure the air gap using feeler gages. If the air gap exceeds the maximum value shown in Table 5-1, the air gap must be reset.
- (6) To measure the thickness of the friction disk, it is necessary to remove the brake body from the motor end bell. Remove the three (3) brake mounting bolts and draw the brake body away from the friction disk. Carefully set the brake body down on the motor shaft directly in front of the fan. Draw the friction disk away from the end bell and measure the thickness across the friction surfaces. If the friction disk thickness is less than the minimum shown in Table 1, it must be replaced. See Section IX, Figure 9-8. If the friction disk thickness is within the allowable, reassemble the brake body to the motor end bell and torque the mounting bolts to the value shown in Table 5-1. Whenever the friction disk is replaced, it is necessary to reset the air gap.

| Hoist | "B" Frame | "C" & "D" Frame |
|------------------------------|------------------------|------------------------|
| Mounting Bolt Torque | 7.5 ft-lbs. (10 Nm) | 18 ft-lbs. (25 Nm) |
| Nominal Air Gap | 0.016 in. (0.4 mm) | 0.016 in. (0.4 mm) |
| Maximum Air Gap | 0.027 in. (0.7 mm) | 0.035 in. (0.9 mm) |
| Minimum Brake Disk Thickness | 0.374 in. (9.5 mm) | 0.472 in. (12.0 mm) |

Table 5-1. Motor Brake Data

- (7) To reset the air gap, begin by releasing the (3) mounting bolts 1/2 turn. Turn the hollow spacer bolts into the magnet body approximately 1/4 turn. Retighten all three mounting screws. Measure the air gap at a minimum of three places around the circumference. Threading the hollow spacer bolts into the magnet body will decrease the air gap, while backing these spacer bolts out of the magnet body will increase the air gap. Repeat this step, as necessary, until the required air gap is achieved. The air gap must be the same all the way around the brake. Once the air gap is correct, torque the mounting bolts to the value shown in Table 5-1.

- (8) Replace the large O-ring over the air gap and reassemble the fan shroud to the motor. (9) Test hoist per Section V, Paragraph 5-14 to ensure proper brake operation.

c) Brake Disassembly.

- (1) Lower hook block to the floor and relieve all load from ropes.
- (2) Make sure power to the hoist is off and locked out.
- (3) Remove the four (4) bolts attaching the fan shroud to the motor and remove the fan shroud. See Figure 5-8.
- (4) Remove the snap ring behind the plastic fan. Carefully remove the fan and key from the motor shaft. Remove the snap ring in front of where the fan was mounted.
- (5) Disconnect the two wires from the terminal block on the magnetic body.
- (6) Remove the three mounting bolts that attach the brake body to the motor end bell and remove the brake body from the motor. Remove the friction disk from the motor shaft.
- (7) Clean and inspect all components and working surfaces. Replace all damaged or worn components as necessary. Measure friction disk thickness and replace if less than the minimum thickness shown in Table 5-1.

d) Brake Re-assembly.

- (1) Install the friction disk on the splined hub. The friction disk must slide on the splined hub and seat against the end bell of the motor.
- (2) Install the brake body to the motor end bell using the three (3) mounting bolts. The air gap must be reset as described in Section V, Paragraph 5-10.b. Torque the mounting bolts to the values shown in Table 5-1. Install the large O-ring in the groove over the air gap. Ensure

this O-ring is not pinched in the air gap.

- (3) Connect the brake leads to the terminal block on the brake body.
- (4) Install the forward fan mounting retaining ring and install the fan. Install the rear retaining ring. Install the fan shroud and bolts.
- (5) Test hoist per Section V, Paragraph 5-14.
- (2) (Motor 333273 7½ hp)

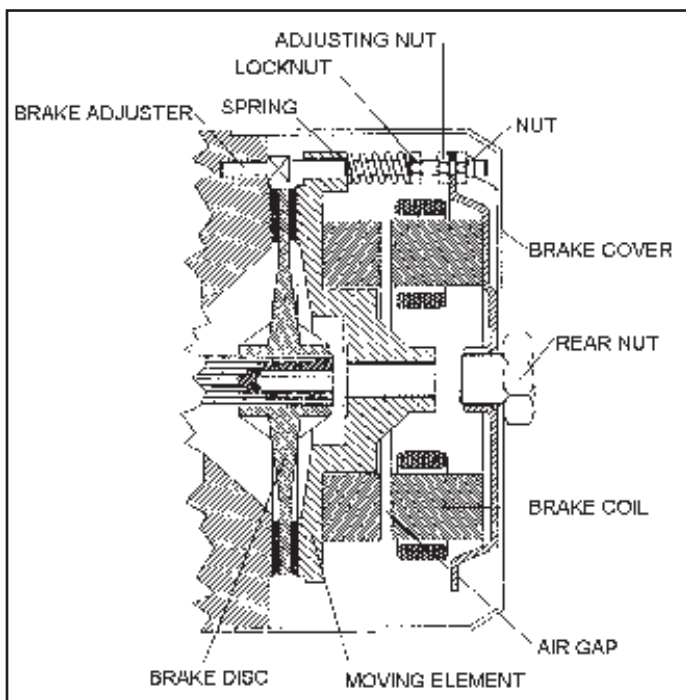


Figure 5-8b. Motor Brake (333273)

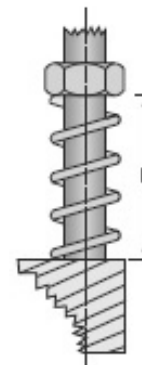
a) **General Operation.** The hoist brake is an electro magnetically released, spring set adjustable brake. Torque is generated by compressing a friction disk between the stationary motor end bell and the spring loaded brake armature. The friction disk is fixed to and rotates with the motor shaft. When the magnet coil is energized, the armature plate is pulled across the air gap. The friction disk is carried by a splined hub that permits axial movement when the brake is released. This axial movement releases both sides of the friction disk from their mating stationary surfaces and allows the friction disk to rotate freely when the brake is energized. When power is removed from the magnetic coil, the compression springs push the armature against the friction disk and the other side of the friction disk against the motor end bell generating the torque necessary to stop the hoist machinery and hold the load.

It will be necessary to compensate for the friction disk wear when a greater amount of hook movement (drift) is noticed when stopping. There is no torque adjustment of the brake. Friction disk wear can only be compensated for by resetting air gap.

Verify that all motor and brake supply terminals are properly tightened to the terminal board as well as the earthing terminal to the motor frame. As a result of normal wear of the brake disc lining, check that the air gap does not exceed the values shown on table 1. Please note that

the brake linings wear is greater during the run-in. (few thousands stops). For the air gap adjustment, follow the instructions given into the paragraph "Air Gap Adjustment". Check the wear on both friction surfaces of the brake disc (on one side only for BAPV series) to be sure that their thickness is not less than 2 mm. Verify also that there are no damages on disc surfaces and in particular, in the hub tooththing. (For replacement, refer to the paragraph "Brake Disc" Replacement"). For those brake disc with rivets on disc lining verify that braking surface has not reached the rivets; moreover check that no play should be between the brake disc and the brake disc hub in correspondence of the hub nails. Verify periodically that the braking torque is suitable. If needed, proceed to its adjustment as stated in the paragraph "Braking Torque Adjustment". Verify regularly the brake adjuster (19-42) wear conditions and their steady fastening on the rear cover brake surface (17). All brake assembly components, in particular the brake disc (23, 39-41 for BAF series, 45 for BAPV) and the brake adjusters (19, 42 for BAF-BAPV series) are subject to wear. In consideration of safety it's needed to replace them periodically. The replacement frequency comes from the motor duty (number of start/stop, applied moment of inertia, environment conditions and so on), we recommend however to replace them at least every 18 months. Periodically check and verify the shaft splines wear, exactly where the disc slides.

Braking Torque Adjustment. The brake torque is proportional to the spring (18) compression. The compression of the springs must be as uniform as possible. On the table 2 and 3 are shown the standard compression values (H std) of the brake springs. The corresponding brake torque of the standard compression values stated on the table are less than the maximum braking torque stated on the motor nameplate, especially for AC brake assembly. Please verify that the braking torque is suitable for your application. If the brake coil (25) is not able to call the brake moving element (24) back with a quick stroke and keep it attracted without vibrations, verify the exact air gap adjustment and if this inconvenience still persists, loosen the locknut (20) and try it again until desired functioning is obtained. After every intervention pls verify that the braking torque is required. Never exceed the maximum braking torque value stated on the motor name plate. It's recommended to avoid adjusting the braking torque to values lower than 30% of the maximum value.



| | |
|-------------|---------|
| Air Gap | .4 - .8 |
| H Dimension | 16 mm |

Brake Disc Replacement. Loosen the rear nut (27), remove the end cover (26) and unscrew the locknuts (22). Take off the brake coil (25) from the brake adjusters (19), remove the nuts (20-21) and the springs (18). Remove the brake moving element (24) sliding it through the brake adjusters (19). Take off the old brake disc (23) and put in the new one. For re-assembling, proceed backwards. We recommend that the new brake disc must be handled with clean hands, because even a small trace of grease will decrease the braking performance and also increase noise. In the BAF series

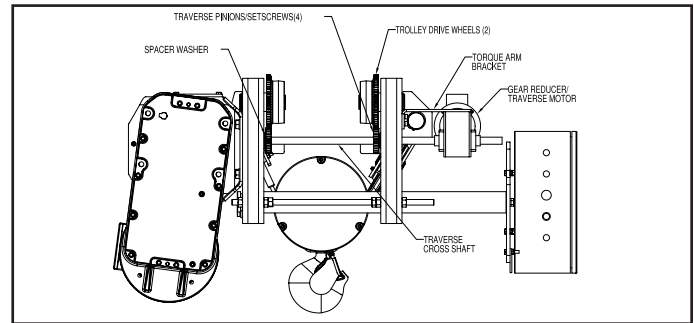
otherwise than in the BA series there are 2 brake discs (39-41) with an intermediate brake moving element (40) in between. After the brake coil (25) replacement, proceed to the air gap adjustment (see the pertinent paragraph). For the flywheel (45) replacement on the BAPV series, follow up the specific instructions.

Brake Coil Replacement. Loosen the rear nut (27), remove the end cover (26), disconnect the brake coil (25). Unscrew the locknuts (22) and pull off the brake coil (25) from brake adjusters (19). Reassemble the new brake coil on the brake adjusters (19) and reconnect the electrical connectors. Pay attention to place the electrical connectors in the right position so that to allow their insertion. Before reassemble the end cover (26) and the nuts verify that the connections and relative cables are properly tightened. Proceed with the air gap adjustment as stated in the respective paragraph. Verify that the brake coil functions correctly; when the brake is energized, the brake coil (25) should attract the brake moving element (24) with a quick stroke, and hold it without any vibration or noise. In case of any vibration, check that terminal connectors are coupled correctly and tightly.

Air Gap Adjustment.

The air gap *90) i.e. the distance between the two magnetic cores of the brake coil (25) and the brake moving element (24), must be as shown on table 1. It's strongly unadvisable to exceed these values in order to avoid vibrations of the brake moving element, prominent noise, the burning of the brake coil or the brake assembly damaging. It's advisable to check periodically the air gap, because the wear of the brake disc linings, it tends to increase. Please note that the brake linings wear is greater during the run-in (few thousand stops). In order to set the air gap back to the required value, operate on the nuts (21-22) to obtain the brake coil forward displacement towards the brake moving element (24). It's strongly recommended to avoid to tighten the locknut (22) located on one brake adjuster (19, 42 for BAPV-BAF series motors) before having completed the positioning of the brake coil (25) on all the brake adjusters. Therefore don't regulate the position of the brake coil adjusting the nut (21) on one brake adjuster, if previously you didn't loose the locknuts (22) on all the brake adjusters (19, 42 for BAPV-BAF series motors). This wrong operation could stress the air gap adjusters. Please verify that the air gap is uniform. The air gap must be uniform to guarantee the right working and avoid mechanical stresses due to a wrong alignment. When the air gap adjustment has been settled, the locknuts (22) should be tightened. For brake assembly with 6 brake adjusters (19, 42 for BAPV-BAF series motors), as first step regulate the brake coil position only on three brake adjusters at 120 by the nuts 21-22. After having adjusted the position on these 3 brake adjusters, to complete the operation go on with the other 3 brake adjusters and first bring the air gap adjusting nuts (21) close to the brake coil and then tighten the locknuts (22). When the operations has been settled, verify that the air gap is uniform and the nuts (21-22) are tightened.

5-11. INSPECTION OF HOIST TRAVERSE DRIVE



**Figure 5-9. Traverse Drive Arrangement
("B" & "C" Frame Shown)**

- a) **General.** The traverse drive consists of four single flange wheels, two on each side of the beam, carried directly by the hoist frame. These wheels rotate on sealed ball bearings supported by fixed pins. Pinions drive two opposing wheels with gear teeth cut into the flange. Both pinions are mounted on a keyed drive shaft supported by sealed ball bearings at each hoist side. The pinions are held in place by means of locking setscrews. The drive shaft passes through one hoist side and is keyed to and driven by a single reduction hollow shaft gear reducer.
- b) Ensure that the hoist is properly fitted to the beam. The hoist must be centered on the beam with clearance between the sides of the bottom of the beam flange and the inside faces of the wheel flanges. Proper clearance must exist along the entire length of beam that the hoist can traverse. An amount of 3/32 to 1/8 inch clearance per side is recommended for a total of 3/16 to 1/4 inch wider than the beam flange. If too little or too much clearance is determined, adjust trolley per Section II, Paragraph 2-2.
- c) Inspect wheel treads, flanges, and gear teeth for wear. Check for adequate lubrication (**WG**, Section IV, Paragraph 4-7) on the wheel gear and pinion mesh. Check wheel bearings for any signs of wear, including rough rotation and signs of lubricant leakage. Replace all damaged or missing items. Wheels must always be changed in opposing pairs and drive wheels should be changed when the drive pinions are replaced.

⚠ CAUTION

Ensure that the cross shaft is properly positioned and locked into place by means of the setscrews. Failure to do so may allow the drive shaft to contact the hoist gearcase.

- d) Examine the drive pinions, cross shaft, and cross shaft bearings. Check pinions for gear tooth wear and proper alignment with wheel gear. A spacer washer between the cross shaft bearings and the pinion aligns the gear mesh. Setscrews hold the pinions and spacer washers tight against the bearings. Verify that the setscrews are tight on the cross shaft. If it is necessary to adjust or reset the pinions, verify that the cross shaft surface is free of mechanical damage and oil before tightening the setscrews. If adjustment is necessary, remove setscrews, remove leftover locking patch, and reassemble using a thread locking compound such as Loctite 242. Drive pinions must be replaced as sets and should be replaced along with the drive wheels. The cross shaft bearings are sealed for life and should be replaced at any sign of mechanical wear or lubricant leakage.

- e) Inspect the traverse gearbox and motor. Look for signs of rough operation, mechanical damage or lubricant leaks. Inspect the hollow bore and keyed cross shaft for wear. Verify that all bolts that hold the gearbox to the trolley frame (and torque arm) and the four bolts that hold traverse motor to the gearbox are all present and tight. Replace and tighten as necessary. The factory recommends complete replacement of the traverse gearbox. However, gearbox service may be available from your local authorized YALE repair center.

5-12. TESTING BLOCK OPERATED LIMIT SWITCH

- a) **General.** The optional block operated limit switch is a secondary upper limit switch actuated when the lower block contacts the actuator rod. The rotary-gear limit switch (screw type limit switch) is the primary upper limit switch and must be temporarily bypassed to allow the block operated limit switch to be tested.
- b) **Procedure.** Remove load from the hook. To disconnect the geared limit switch, refer to Figure 7-2. Remove the limit switch cover then loosen the two (2) screws holding the locking plate in place. Allow the locking plate to slide down and disengage from the adjustment discs. Do not rotate the adjustment discs.

⚠CAUTION

Damage to the hoist may occur if the block operated limit switch fails during testing.

Damage can be avoided by immediately releasing the pushbutton once the lower block has traveled through the limit switch weight.

The block operated limit switch may now be tested by slowly and carefully raising the hook until the limit switch rod contacts the lower block. If the hook does not stop when the limit switch rod is lifted, immediately release the pushbutton before damage to your hoist occurs. If the block operated switch functions properly, proceed by testing in the same manner with rated load on the hook. Once it has been determined that the block operated limit switch is functioning properly, the geared limit switch must be reconnected and tested.

Position the lower block three inches (3") below the point where the block operated limit switch is activated. The geared limit switch shall be reconnected by sliding the locking plate back into position ensuring slots on adjustment discs are fully engaged and tightening locking plate screws to 4 in-lbs. (See Figure 7-2). The geared limit switch must then be tested.

Test the geared limit switch by raising the lower block until it stops. Ensure that the geared limit switch stopped the hoist before the block operated limit switch was activated. If this is not the case, see Section VII, Paragraph 7-3 for adjusting the geared limit switch. Replace geared limit switch cover when testing and adjusting is complete.

⚠WARNING

Check limit switch operation carefully, without load, before placing hoist in service. If misadjusted, SEVERE DAMAGE AND/OR A DROPPED LOAD COULD RESULT. Allow 3" for hook drift in both directions. Never allow less than two (2) complete wraps of rope on drum with hook in lowest position.

5-13. TESTING OVER-CAPACITY LIMIT SWITCH

The over-capacity limit switch is provided as standard equipment on YALE "Global King" hoists. This switch is integral to the wire rope dead end assembly and is factory preset to prevent over-capacity lifts. This device is preset at the time of hoist inspection to prevent the lifting of loads weighing 125-150% of rated capacity.

To test the function of the over-capacity limit switch, apply 125% of the rated capacity to load hook. If hoist is capable of lifting the load, then actual switch setting may be higher than necessary and needs to be adjusted. If hoist cannot lift load, then the switch setting is correct. Refer to SECTION VII, Paragraph 7-4 for information regarding the adjustment of the limit switch setting.

5-14. TESTING HOIST

- a) **General.** Testing shall be performed in accordance with FEM Section IX, Series Lifting Equipment, namely Section 9.811 "Specification for rope and chain hoists", and this manual. Before placing hoist in service, hoist should be tested to insure safe operation, when hoist has been disassembled and reassembled. To test, suspend hoist from an overhead supporting member of sufficient strength to support the weight of the hoist and the rated load. Connect hoist to power supply as shown on hoist nameplate and perform the checks listed in b) and c) below.

- b) Check hoist as outlined in PRE-OPERATION CHECKS, SECTION II, Paragraph 2-4.

- c) Check hoist with rated load.

- (1) Attach rated load to lower hook.
- (2) Depress "UP" push button and raise load. When push button is released, hoist should stop immediately and hold load at that level.
- (3) Depress "DN" push button, lower load a short distance and release button. Hoist should stop immediately and hold load at that level.

NOTE:

If load drifts downward slowly in step 2 or 3 above, motor brake requires adjustment - see Motor Brake Adjustment - SECTION VII, Paragraph 7-1.

SECTION VI - TROUBLESHOOTING

6-1. GENERAL. This section contains possible causes and solutions to common hoist problems. Please attempt to remedy your hoist problems by following these steps, before contacting the factory.

Whenever servicing electrical components, be sure to shut off and lock out power following proper lockout/tagout procedures.

⚠WARNING

Working in or near exposed energized electrical equipment presents the danger of electric shock.

TO AVOID INJURY:

DISCONNECT POWER AND IMPLEMENT LOCKOUT/TAGOUT PROCEDURE BEFORE REMOVING COVER OR SERVICING THIS EQUIPMENT.

SECTION VI - TROUBLESHOOTING

| Trouble | Probable Cause | Remedy |
|-------------------------------------|---|---|
| 6-1. Hoist Will Not Operate | <ul style="list-style-type: none"> a. No power to hoist b. Wrong voltage c. Loose or broken wire connections in hoist electrical system d. Contactor assembly not functioning e. No control voltage f. Motor burned out g. Reverse phasing on three-phase hoists | <ul style="list-style-type: none"> a. Check switches, circuit breakers or fuses and connections in power supply lines. Check power collectors. b. Check voltage required on motor data plate against power supply. c. Shut off and lock out power supply; remove electrical cover on hoist and check wiring connections. Also check connections in push button station and limit switches. d. See that necessary jumper wires are properly installed. Verify that the contactor armatures are free to move. If binding occurs, replace contactor. Check for burned out contactor coils. e. Check transformer fuse. If blown, check for grounding and/or shorts in the push button station. Check the transformer coil for signs of overheating. Replace transformer if burned out. Verify the transformer secondary is the same voltage as the coils to which it is connected. f. Replace motor. Check input power supply. Check hoist motor connections. g. Check phase protection device (PPD), if amber LED is steady; interchange any two power supply line leads per Section II, Paragraph 2-4.b. |
| 6-2. Hook Moves in Wrong Direction | <ul style="list-style-type: none"> a. Reverse phasing on three-phase hoists b. Hoist wired incorrectly | <ul style="list-style-type: none"> a. Check PPD, if green LED is steady; interchange any two sets (each winding) of motor power leads. b. Check wiring connections with appropriate wiring diagram. |
| 6-3. Hook Will Raise But Not Lower | <ul style="list-style-type: none"> a. Lower electrical circuit open b. Contactor assembly not functioning c. Down, push button inoperative | <ul style="list-style-type: none"> a. Check for loose connections. See that necessary jumper wires are properly installed on contactor. b. See that necessary jumper wires are properly installed. Verify that the contactor armatures are free to move. If binding occurs, replace contactor. Check for burned out contactor coils. c. Check push button contacts and wires. |
| 6-4. Hook Will Lower But Not Raise | <ul style="list-style-type: none"> a. Excessive load b. Hoist electrical circuit open c. Contactor assembly not functioning d. Up, down button inoperative | <ul style="list-style-type: none"> a. Reduce loading to rated load of hoist, as shown on nameplate. b. Check for loose connections. See that necessary jumper wires are properly installed on contactor. c. See that necessary jumper wires are properly installed. Verify that the contactor armatures are free to move. If binding occurs, replace contactor. Check for burned out contactor coils. d. Check push button contacts and wires. |
| 6-5. Hoist Will Not Lift Rated Load | <ul style="list-style-type: none"> a. Low voltage | <ul style="list-style-type: none"> a. See that power supply current is the same voltage listed on motor data plate. Check hoist motor connections. Check size of power supply lines. |

SECTION VI - TROUBLESHOOTING

| Trouble | Probable Cause | Remedy |
|--|---|--|
| 6-6. Hoist Motor Overheats | a. Excessive load b. Excessive duty-cycle c. Wrong voltage or frequency d. Defective motor or worn bearings in hoist frame e. Brake not adjusted properly | a. Reduce loading to rated load as shown on nameplate. b. Reduce frequency of lifts or amount of jogging. c. Check current rating on motor data plate against power supply. Check hoist and inspect for defective, worn or damaged parts. d. Disassemble hoist and inspect for defective, worn or damaged parts. e. Adjust brake per Section VII, Paragraph 7-1. |
| 6-7. Load Drifts Excessively When Hoist Is Stopped | a. Excessive load b. Motor brake not holding | a. Reduce loading to rated load, as shown on nameplate. b. With No Load, check hoist for drift. If drifting is excessive, inspect motor brake (Section V, paragraph 5-10) and adjust as outlined in Section VII, paragraph 7-1. |
| 6-8. Hoist Operates Intermittently | a. Collectors make poor contact b. Loose connections | a. Check collectors for free movement of spring arm, weak spring or electrical connections. b. Check all wiring for loose connections. |

SECTION VII - ADJUSTMENTS

7-1. MOTOR BRAKE ADJUSTMENT. These brakes are designed so that adjustment is seldom required. If, after a period of service, the load hook "drifts" downward more than usual for your hoist before coming to a stop, the motor brake may require adjustment to compensate for brake disc wear.

⚠ WARNING

Check to be certain main power switch is locked in open position (OFF) before removing brake cover.

Refer to Figure 5-8 and proceed as outlined in Section V, Paragraph 5-10.

7-2. BLOCK OPERATED LIMIT SWITCH ADJUSTMENT. The block operated limit stop, furnished as optional equipment, is minimally adjustable and designed to stop the lower block at the safest high point of travel to eliminate any possibility of double-blocking. When the safest high point is reached, the limit switch automatically stops hook travel. If the block switch is not tripping after contact with the lower block body, loosen the limit switch hub retaining screw and rotate the hub and rod downward to ensure earlier contact. Retighten and test, repeat as needed until switch functions properly.

7-3. GEARED ROTARY LIMIT SWITCH ADJUSTMENT. The geared rotary type limit switch is standard equipment and is located on the drum end opposite the gearcase end.

This limit switch has a rotary screw driven by a gear reduction that is coupled to the end of the drum shaft. Adjustment discs operate the contacts of separate switches, one for the hoisting

circuit and one for the lowering circuit. The switch assembly must be wired in accordance with the appropriate wiring diagram, which is shipped with the hoist. Instructions for adjusting limit switch are inside cover and are repeated below (see Figure 7-2).

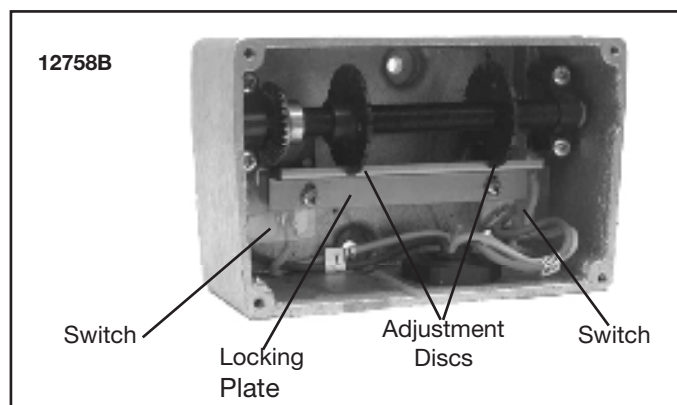


Figure 7-2. Screw-Type Limit Switch Adjustment (Wires Not Shown for Clarity.)

a) Remove four screws and lift off switch cover.

⚠ WARNING

Be certain that electrical power supply is OFF and locked in the open position before removing limit switch cover.

- b) Loosen locking plate screws. Slide locking plate away from adjustment disc.
- c) Turn proper adjustment disc (right for up, left for down toward switch to reduce hook travel or away from switch to increase hook travel.
- d) Slide locking plate back into position ensuring slots on adjustment discs are fully engaged, tighten locking plate screws to 4 in-lbs.
- e) Replace cover.
- f) Carefully check limit switch operation without load before placing hoist in service. If misadjusted, repeat steps above. Allow 3" for hook drift in both directions. Never allow less than two (2) complete wraps of rope on drum with hook in lowest position.

⚠ WARNING

Check limit switch operation carefully, without load, before placing hoist in service. If misadjusted, SEVERE DAMAGE AND/OR A DROPPED LOAD COULD RESULT. Allow 3" for hook drift in both directions. Never allow less than two (2) complete wraps of rope on drum with hook in lowest position.

Provide a light film of **MPG** grease (Paragraph 4-7) on gear of both limit switches.

7-4. OVER-CAPACITY LIMIT SWITCH ADJUSTMENT. The over-capacity limit switch is standard equipment and is integrated into the wire rope dead end assembly (see Figures 7-3a. & 7-3b.). The device is designed to prevent over-loading of the equipment, but is not intended to be used as a load-measuring device.

The limit switch is factory preset to prevent the lifting of loads weighing 125-150% of rated capacity. At times, it may be necessary to adjust the limit switch setting.

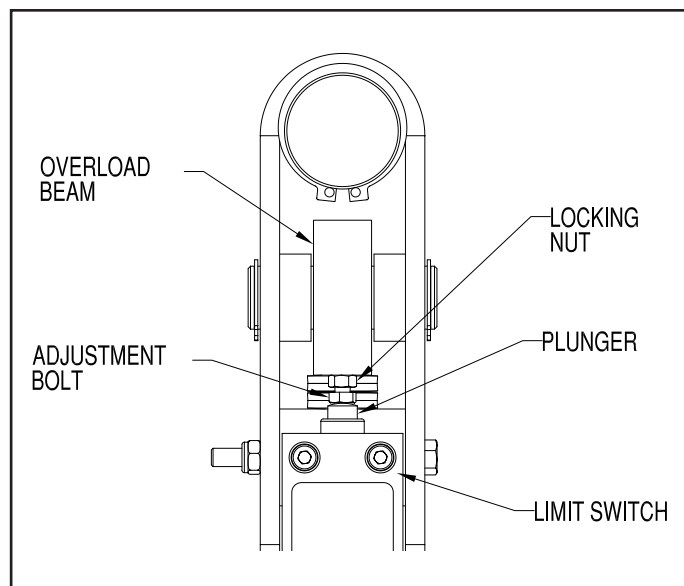


Figure 7-3a. Over-Capacity Limit Switch ('B' & 'C' Frame)

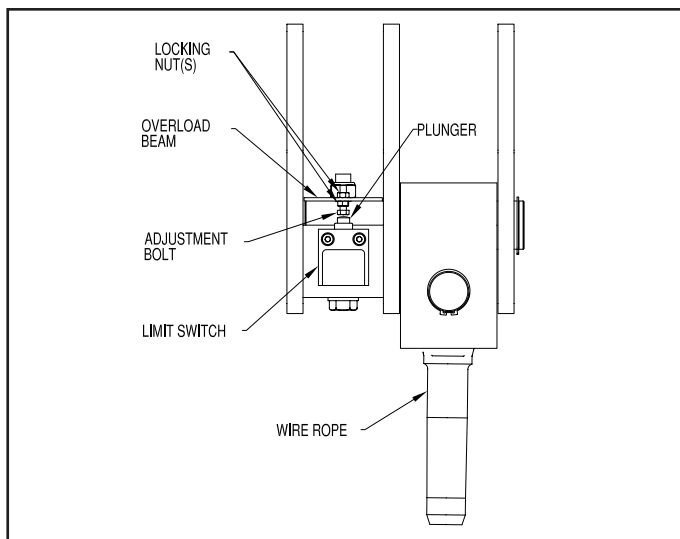


Figure 7-3b. Over-Capacity Limit Switch ('D' Frame)

To adjust the limit switch setting, simply loosen the locking nut(s) (see Figures 7-3a & 7-3b) and then either loosen or tighten the adjustment bolt into the overload beam to achieve the desired setting. Loosening the adjustment bolt will reduce the load required to trip the limit switch plunger while tightening will increase this setting. Only very small adjustment is required. Adjusting the limit switch setting to increase the capacity limit beyond 125% is not permitted.

7-5. SHORTENING OF PUSHBUTTON CABLE

⚠ WARNING

Be certain that electrical power supply is OFF and locked in the open position before attempting shortening of push button cable.

- a) Loosen screws at cable connectors and clamps at top of cable.
- b) Adjust steel support cable to proper length and tighten screws.
- c) Loosen upper cable grip and pull excess cable into connection box at hoist.
- d) Tighten cable grip and cut off excess cable.
- e) Strip cable sheath and connect wires with the same type of terminals previously furnished (care must be taken to match previous wire color coding with wire markers in accordance with the wiring diagram furnished with the hoist).

SECTION VIII - WIRING DIAGRAMS

8-1. GENERAL. Comprehensive wiring diagrams for YALE electric hoists have been omitted from this book because of the many possible variations. This is due to different currents and types of electrical components used in their construction. Figures 8-1 and 8-2 are examples of typical two-speed hoist and trolley wiring diagrams respectively. However, please consult the exact wiring diagrams for your hoist. A print of the correct wiring diagram for each hoist is furnished as a separate insert and shipped with the hoist. We suggest you carefully file the wiring diagram with this book for future reference.

ELEMENTARY DIAGRAM

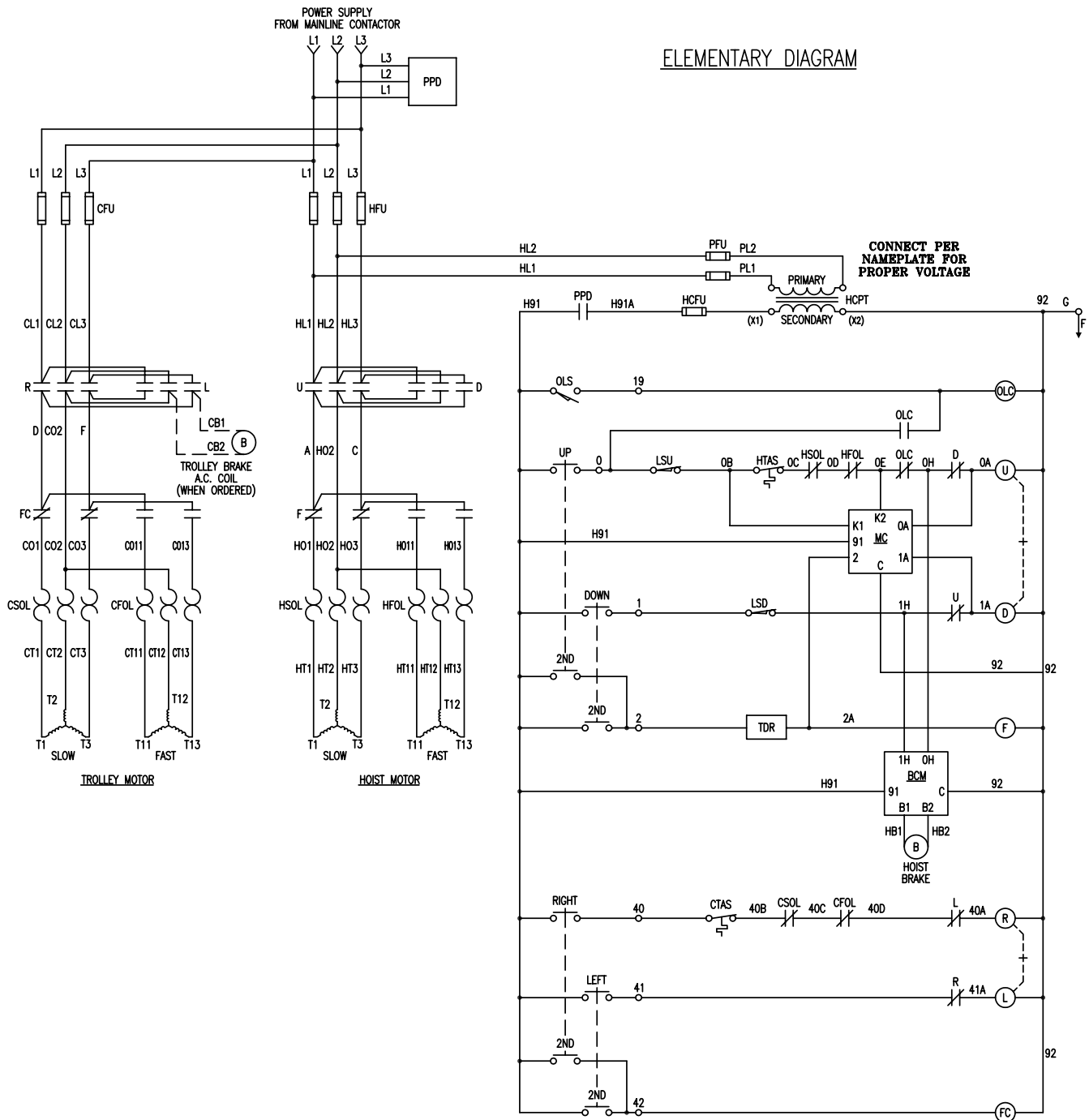
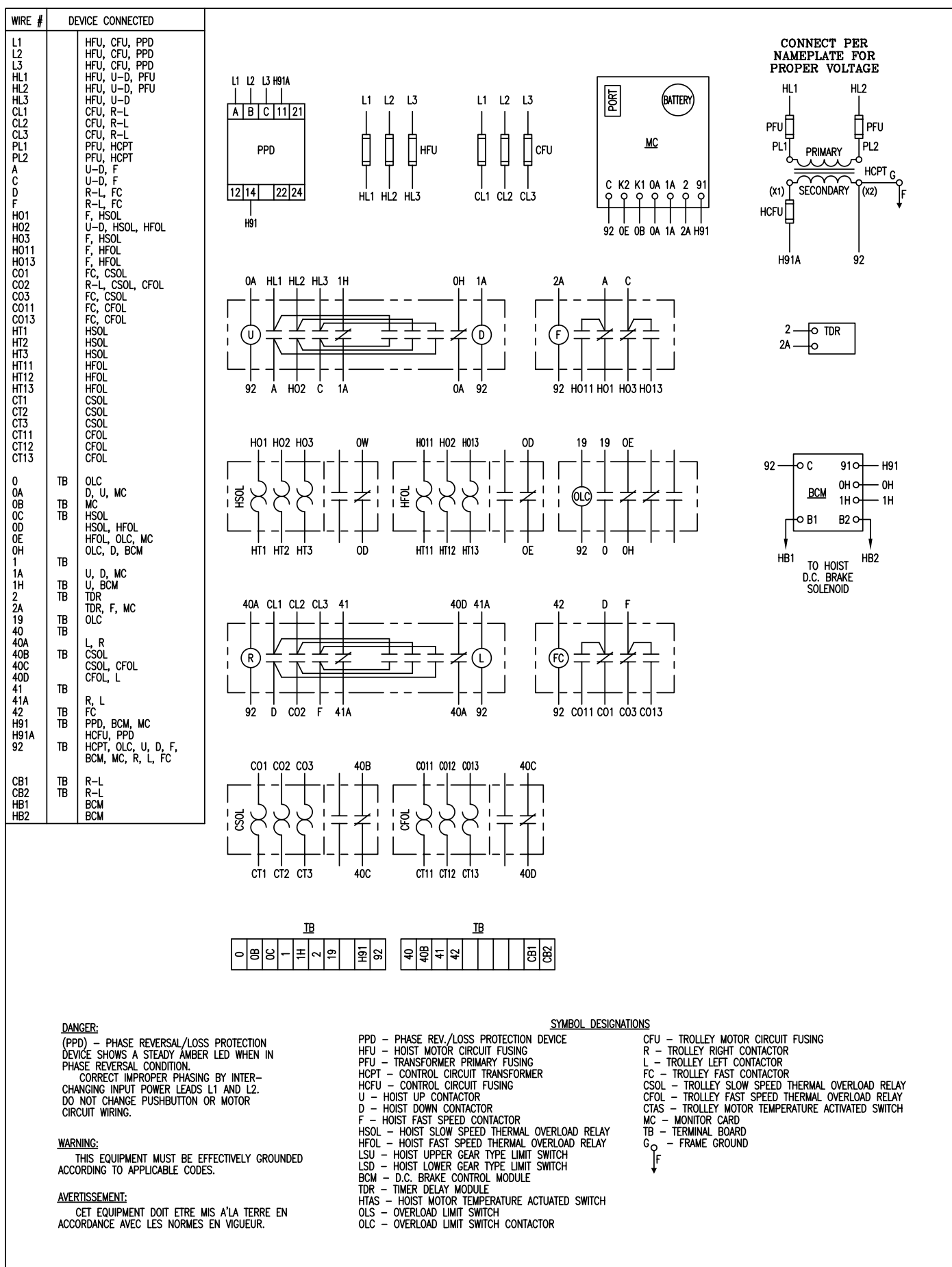


Figure 8-2. Component Diagram for a Two-Speed Hoist and Trolley with Standard Features



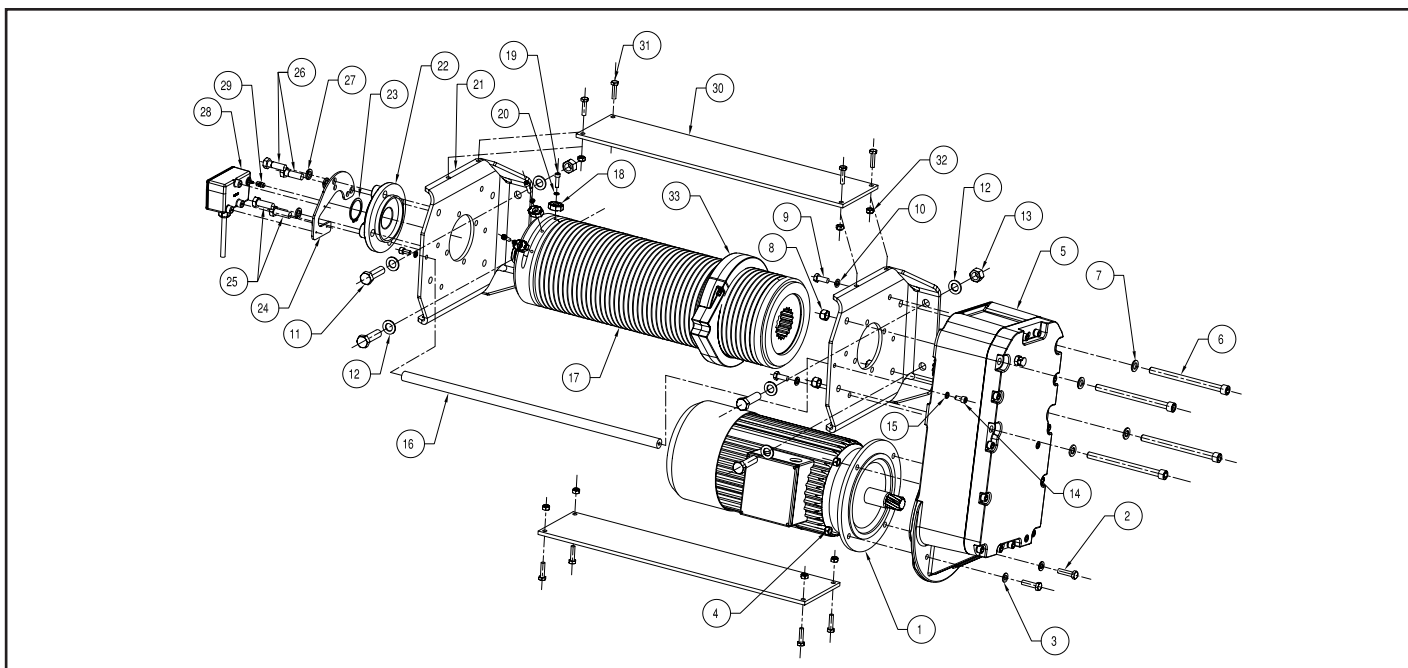


Figure 9-1a. Hoist Drum, Drum Frame, Gearcase, Motor, Rope Guide and Screw Type Limit Switch

| "B" Frame: Hoist Components for Figure 9-1a. | | | |
|---|--------------------|---|-------------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| 1 | - | 7.5 HP Hoist Motor, 2-Speed with Brake and Fan (See Figure 9-8 for Parts) | 1 |
| | 33313801 | 208 volt, 3-phase, 60 Hertz | |
| | 33313802 | 230 volt, 3-phase, 60 Hertz | |
| | 33313803 | 460 volt, 3-phase, 60 Hertz | |
| | 33327303 | 460 volt, (MGM)* | |
| | 33313804 | 575 volt, 3-phase, 60 Hertz (ABM)* | |
| | 33294001 | 208 volt, 3 phase, 60 Hertz, Outdoor Service | |
| | 33294002 | 230 volt, 3 phase, 60 Hertz, Outdoor Service | |
| | 33294003 | 460 volt, 3 phase, 60 Hertz, Outdoor Service | |
| | 33294004 | 575 volt, 3 phase, 60 Hertz, Outdoor Service | |
| 2 | N/A | Hex Head Bolt, M12 | 2 |
| 3 | N/A | Flat Washer, M12 | 2 |
| 4 | N/A | Locknut, M12 | 4 |
| 5 | 44933001 | Hoist Gearcase (See Figure 9-2 for Parts) | 1 |
| 6 | N/A | Socket Head Cap Screw, M12 | 4 |
| 7 | N/A | Flat Washer, M12 | 4 |
| 8 | N/A | Locknut, M12 | 4 |
| 9 | N/A | Hex Head Bolt, M12 | 2 |
| 10 | N/A | Lockwasher, M12 | 2 |
| 11 | N/A | Hex Head Bolt, M16 | 4 |
| 12 | N/A | High Strength Flat Washer, M16 | 8 |
| 13 | N/A | Locknut, M16 | 4 |
| 14 | N/A | Socket Head Cap Screw, M10 | 2 |
| 15 | N/A | Hi-Collar Lockwasher, M10 | 2 |
| 16 | - | Drum Frame Rod | 1 |
| | 23385901 | Frame Rod, 25' Lift Model | |
| | 23385902 | Frame Rod, 40' Lift Model | |
| 17 | - | Rope Drum | 1 |
| | 44931501 | Rope Drum, 25' Lift Model | |
| | 44931502 | Rope Drum, 40' Lift Model | |
| 18 | 23380301 | Rope Clamp | 3 |
| 19 | N/A | Socket Head Cap Screw, M8 | 3 |
| 20 | N/A | Hi-Collar Lockwasher, M8 | 3 |

*Note: The "B" Frame, 7½ hp, 460 volt motors come from 2 suppliers.

(continued on next page)

| "B" Frame: Hoist Components for Figure 9-1a. | | | |
|---|--------------------|--|-------------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| 21 | 33291102 | Drum Frame Bracket | 2 |
| 22 | 11801803 | Flanged Cartridge Ball Bearing | 1 |
| 23 | 11802401 | Heavy Duty External Retaining Ring | 1 |
| 24 | 23383801 | Limit Switch Bracket | 1 |
| 25 | N/A | Hex Head Bolt (Short), M12 | 2 |
| 26 | N/A | Hex Head Bolt (Long), M12 | 2 |
| 27 | N/A | Lockwasher, M12 | 4 |
| 28 | 43981305 | Geared Limit Switch | 1 |
| 29 | 11593901 | Drum Shaft Insert for Geared Limit Switch | 1 |
| 30 | - | Stiffener Plate | 2 |
| | N/A | Stiffener Plate, 25' Lift Model | |
| | N/A | Stiffener Plate, 40' Lift Model | |
| 31 | N/A | Socket Head Cap Screw, M10 | 8 |
| 32 | N/A | Locknut, M10 | 8 |
| 33 | 44931801C | Rope Guide (See Figure 9-7a for Parts) | 1 |
| 34 | NO12283 | Hydraulic Fitting for Flanged Cartridge Ball Bearing (Not Shown) | 1 |
| 35 | 44930801 | YALE Brand Label for Gearcase (Not Shown) | 1 |

| "C" Frame: Hoist Components for Figure 9-1a. | | | |
|---|--------------------|--|-------------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| 1 | - | 15 HP Hoist Motor, 2-Speed with Brake and Fan (See Figure 9-8 for Parts) | 1 |
| | 33314001 | 208 volt, 3-phase, 60 Hertz | |
| | 33314002 | 230 volt, 3-phase, 60 Hertz | |
| | 33314003 | 460 volt, 3-phase, 60 Hertz | |
| | 33314004 | 575 volt, 3-phase, 60 Hertz | |
| | 33294101 | 208 volt, 3 phase, 60 Hertz, Outdoor Service | |
| | 33294102 | 230 volt, 3 phase, 60 Hertz, Outdoor Service | |
| | 33294103 | 460 volt, 3 phase, 60 Hertz, Outdoor Service | |
| | 33294104 | 575 volt, 3 phase, 60 Hertz, Outdoor Service | |
| 2 | N/A | Hex Head Bolt, M12 | 2 |
| 3 | N/A | Flat Washer, M12 | 2 |
| 4 | N/A | Locknut, M12 | 4 |
| 5 | 44935501 | Hoist Gearcase (See Figure 9-2 for Parts) | 1 |
| 6 | N/A | Socket Head Cap Screw, M16 | 4 |
| 7 | N/A | Flat Washer, M16 | 4 |
| 8 | N/A | Locknut, M16 | 4 |
| 9 | N/A | Hex Head Bolt, M12 | 2 |
| 10 | N/A | Lockwasher, M12 | 2 |
| 11 | N/A | Hex Head Bolt, M20 | 4 |
| 12 | N/A | High Strength Flat Washer, M20 | 8 |
| 13 | N/A | Locknut, M20 | 4 |
| 14 | N/A | Socket Head Cap Screw, M10 | 2 |
| 15 | N/A | Hi-Collar Lockwasher, M10 | 2 |
| 16 | - | Drum Frame Rod | 1 |
| | 23387601 | Frame Rod, 25' Lift Model | |
| | 23387602 | Frame Rod, 40' Lift Model | |
| 17 | - | Rope Drum | 1 |
| | 44933501 | Rope Drum, 25' Lift Model | |
| | 44933502 | Rope Drum, 40' Lift Model | |
| 18 | 23380301 | Rope Clamp | 3 |
| 19 | N/A | Socket Head Cap Screw, M8 | 3 |
| 20 | N/A | Hi-Collar Lockwasher, M8 | 3 |
| 21 | 33291702 | Drum Frame Bracket | 2 |
| 22 | 11801802 | Flanged Cartridge Ball Bearing | 1 |
| 23 | 10119421 | External Retaining Ring | 1 |
| 24 | 23383801 | Limit Switch Bracket | 1 |
| 25 | N/A | Hex Head Bolt (Short), M16 | 2 |

(continued on next page)

| "C" Frame: Hoist Components for Figure 9-1a. | | | |
|--|-------------|--|------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| 26 | N/A | Hex Head Bolt (Long), M16 | 2 |
| 27 | N/A | Lockwasher, M16 | 4 |
| 28 | 43981305 | Geared Limit Switch | 1 |
| 29 | 11593901 | Drum Shaft Insert for Geared Limit Switch | 1 |
| 30 | - | Stiffener Plate | 2 |
| | N/A | Stiffener Plate, 25' Lift Model | |
| | N/A | Stiffener Plate, 40' Lift Model | |
| 31 | N/A | Socket Head Cap Screw, M10 | 8 |
| 32 | N/A | Locknut, M10 | 8 |
| 33 | 44933801C | Rope Guide (See Figure 9-7a for Parts) | 1 |
| 34 | NO410 | Hydraulic Fitting for Flanged Cartridge Ball Bearing (Not Shown) | 1 |
| 35 | 44934201 | YALE Brand Label for Gearcase (Not Shown) | 1 |

Notes

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page, typical of notebook paper. There are no margins, text, or other markings on the page.

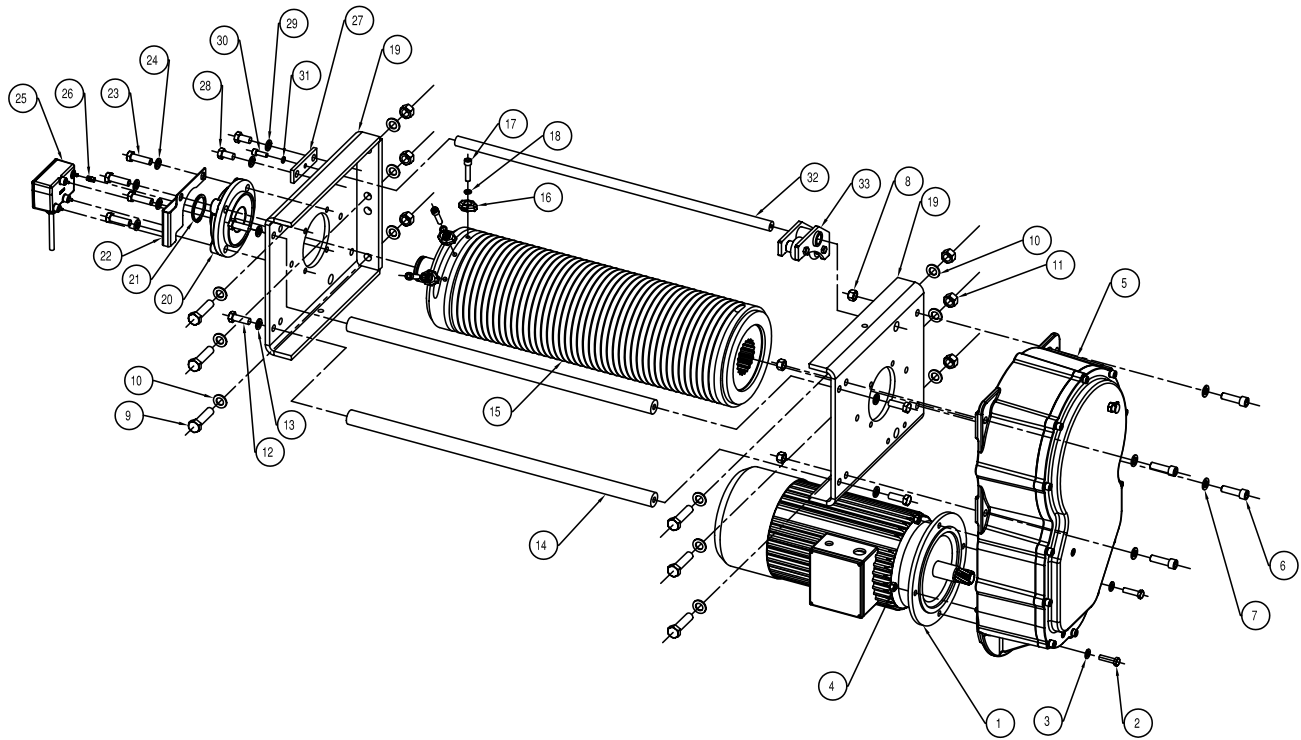


Figure 9-1b. Hoist Drum, Drum Frame, Gearcase, Motor, Rope Guide and Screw Type Limit Switch

"D" Frame: Hoist Components for Figure 9-1b.

| Ref. No. | Part Number | Description | Qty. Req'd |
|----------|-------------|--|------------|
| 1 | - | 20 HP Hoist Motor, 2-Speed with Brake and Fan (See Figure 9-8 for Parts) | 1 |
| | 33292901 | 208 Volt, 3-Phase, 60 Hertz | |
| | 33292902 | 230 Volt, 3-Phase, 60 Hertz | |
| | 33292903 | 460 Volt, 3-Phase, 60 Hertz | |
| | 33292904 | 575 Volt, 3-Phase, 60 Hertz | |
| | 33294201 | 208 volt, 3 phase, 60 Hertz, Outdoor Service | |
| | 33294202 | 230 volt, 3 phase, 60 Hertz, Outdoor Service | |
| | 33294203 | 460 volt, 3 phase, 60 Hertz, Outdoor Service | |
| | 33294204 | 575 volt, 3 phase, 60 Hertz, Outdoor Service | |
| 2 | N/A | Hex Head Bolt, M12 | 2 |
| 3 | N/A | Flat Washer, M12 | 2 |
| 4 | N/A | Locknut, M12 | 4 |
| 5 | 44936501 | Hoist Gearcase (See Figure 9-2 for Parts) | 1 |
| 6 | N/A | Socket Head Cap Screw, M16 | 4 |
| 7 | N/A | Flat Washer, M16 | 4 |
| 8 | N/A | Locknut, M16 | 4 |
| 9 | N/A | Hex Head Bolt, M20 | 6 |
| 10 | N/A | High Strength Flat Washer, M20 | 12 |
| 11 | N/A | Locknut, M20 | 6 |
| 12 | N/A | Hex Head Bolt, M16 | 4 |
| 13 | N/A | Lockwasher, M16 | 4 |
| 14 | - | Drum Frame Rod | 2 |
| | 23394601 | Frame Rod, 25' Lift Model | |
| | 23394602 | Frame Rod, 40' Lift Model | |
| 15 | - | Rope Drum | 1 |
| | 44936701 | Rope Drum, 25' Lift Model | |
| | 44936702 | Rope Drum, 40' Lift Model | |
| 16 | 23332702 | Rope Clamp | 3 |

(continued on next page)

| "D" Frame: Hoist Components for Figure 9-1b. | | | |
|--|-------------|---|------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| 17 | N/A | Socket Head Cap Screw, M12 | 3 |
| 18 | N/A | Hi-Collar Lockwasher, M12 | 3 |
| 19 | 33293301 | Drum Frame Bracket | 2 |
| 20 | 11801804 | Flanged Cartridge Ball Bearing | 1 |
| 21 | 11802402 | Heavy Duty External Retaining Ring | 1 |
| 22 | 23395201 | Limit Switch Bracket | 1 |
| 23 | N/A | Hex Head Bolt, M16 | 4 |
| 24 | N/A | Lockwasher, M16 | 4 |
| 25 | 43981305 | Geared Limit Switch | 1 |
| 26 | 11593901 | Drum Shaft Insert for Geared Limit Switch | 1 |
| 27 | N/A | Rope Guide Keeper Plate | 1 |
| 28 | N/A | Hex Head Bolt, M16 | 2 |
| 29 | N/A | Lockwasher, M16 | 2 |
| 30 | N/A | Socket Head Cap Screw, M10 | 1 |
| 31 | N/A | Hi-Collar Lockwasher, M10 | 1 |
| 32 | - | Rope Guide Rod | 1 |
| | 23387603 | Guide Rod, 25' Lift Model | |
| | 23387604 | Guide Rod, 40' Lift Model | |
| 33 | 33293401C | Rope Guide (See Figure 9-7b for Parts) | 1 |
| 34 | 44937201 | YALE Brand Label for Gearcase (Not Shown) | 1 |

Notes

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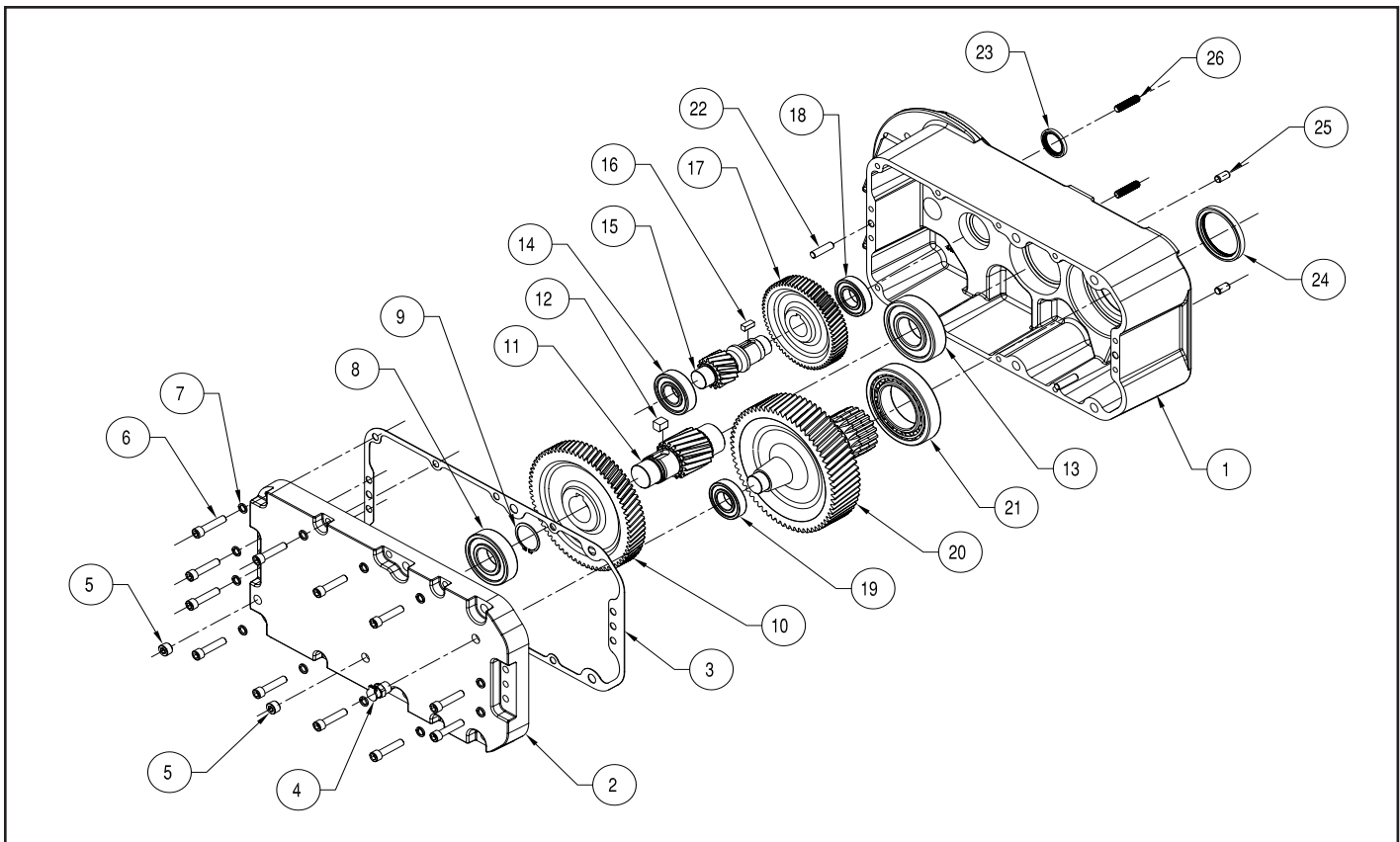


Figure 9-2. Hoist Gearing

"B" Frame: Hoist Gearing for Figure 9-2.

| Ref. No. | Part Number | Description | Qty. Req'd |
|----------|------------------|--|------------|
| | 44933001C | Complete 5t Hoist Gearcase Ass'y. - 80.57:1 Ratio | 1 |
| | 44933090 | Gearcase Gasket/Seal Kit (Incl. Ref. Nos. 3, 23, 24) | |
| | 44933091 | Gearcase Gasket/Bearings Kit (Incl. Ref. Nos. 3, 8, 13, 14, 18, 19, 21, 23, 24) | |
| 1 | N/A | Gearcase | 1 |
| 2 | N/A | Cover | 1 |
| 3 | N/A | Gasket | 1 |
| 4 | - | Vent Plug | 1 |
| 5 | - | Drain/Fill Level Plug | 2 |
| 6 | N/A | Socket Head Cap Screw, M8 | 12 |
| 7 | N/A | Hi-Collar Lockwasher, M8 | 12 |
| 8 | N/A | Ball Bearing | 1 |
| 9 | N/A | External Retaining Ring | 1 |
| 10 | N/A | Intermediate Gear | 1 |
| 11 | N/A | Drum Pinion Shaft | 1 |
| 12 | N/A | Key | 1 |
| 13 | N/A | Ball Bearing | 1 |
| 14 | N/A | Ball Bearing | 1 |
| 15 | N/A | Intermediate Pinion Shaft | 1 |
| 16 | N/A | Key | 1 |
| 17 | N/A | Motor Gear | 1 |
| 18 | N/A | Ball Bearing | 1 |
| 19 | N/A | Ball Bearing | 1 |
| 20 | N/A | Output Shaft | 1 |
| 21 | N/A | Roller Bearing | 1 |
| 22 | N/A | Dowel Pin | 2 |
| 23 | N/A | Motor Shaft Oil Seal | 1 |
| 24 | N/A | Output Shaft Oil Seal | 1 |
| 25 | N/A | Torque Pin | 2 |
| 26 | N/A | Threaded Stud, M12 | 2 |

| "C" Frame: Hoist Gearing for Figure 9-2. | | | |
|--|-------------|---|------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| | 44935501C | Complete 10t Hoist Gearcase Ass'y. - 103.8:1 Ratio | 1 |
| | 44935501C | Complete 7.5t Hoist Gearcase Ass'y. - 103.8:1 Ratio | 1 |
| | 44935590 | Gearcase Gasket/Seal Kit (Incl. Ref. Nos. 3, 23, 24) | |
| | 44935591 | Gearcase Gasket/Bearings Kit (Incl. Ref. Nos. 3, 8, 13, 14, 18, 19, 21, 23, 24) | |
| 1 | N/A | Gearcase | 1 |
| 2 | N/A | Cover | 1 |
| 3 | N/A | Gasket | 1 |
| 4 | - | Vent Plug | 1 |
| 5 | - | Drain/Fill Level Plug | 2 |
| 6 | N/A | Socket Head Cap Screw, M12 | 12 |
| 7 | N/A | Hi-Collar Lockwasher, M12 | 12 |
| 8 | N/A | Ball Bearing | 1 |
| 9 | N/A | External Retaining Ring | 1 |
| 10 | N/A | Intermediate Gear | 1 |
| 11 | N/A | Drum Pinion Shaft | 1 |
| 12 | N/A | Key | 1 |
| 13 | N/A | Ball Bearing | 1 |
| 14 | N/A | Ball Bearing | 1 |
| 15 | N/A | Intermediate Pinion Shaft | 1 |
| 16 | N/A | Key | 1 |
| 17 | N/A | Motor Gear | 1 |
| 18 | N/A | Ball Bearing | 1 |
| 19 | N/A | Ball Bearing | 1 |
| 20 | N/A | Output Shaft | 1 |
| 21 | N/A | Roller Bearing | 1 |
| 22 | N/A | Dowel Pin | 2 |
| 23 | N/A | Motor Shaft Oil Seal | 1 |
| 24 | N/A | Output Shaft Oil Seal | 1 |
| 25 | N/A | Torque Pin | 2 |
| 26 | N/A | Threaded Stud, M12 | 2 |

Notes

[illegible]

| "D" Frame: Hoist Gearing for Figure 9-2. | | | |
|--|------------------|--|------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| | 44936501C | Complete 15t Hoist Gearcase Ass'y. - 132.7:1 Ratio | 1 |
| | 44936590 | Gearcase Gasket/Seal Kit (Incl. Ref. Nos. 3, 23, 24) | |
| | 44936591 | Gearcase Gasket/Bearings Kit (Incl. Ref. Nos. 3, 8, 13, 14, 18, 19, 21, 23, 24) | |
| 1 | N/A | Gearcase | 1 |
| 2 | N/A | Cover | 1 |
| 3 | N/A | Gasket | 1 |
| 4 | N/A | Vent Plug | 1 |
| 5 | N/A | Drain/Fill Level Plug | 2 |
| 6a | N/A | Socket Head Cap Screw, M12 | 10 |
| 6b | N/A | Socket Head Shoulder Screw, M12 (not shown) | 2 |
| 7 | N/A | Hi-Collar Lockwasher, M12 | 12 |
| 8 | N/A | Ball Bearing | 1 |
| 9 | N/A | External Retaining Ring | 1 |
| 10 | N/A | Intermediate Gear | 1 |
| 11 | N/A | Drum Pinion Shaft | 1 |
| 12 | N/A | Key | 1 |
| 13 | N/A | Ball Bearing | 1 |
| 14 | N/A | Ball Bearing | 1 |
| 15 | N/A | Intermediate Pinion Shaft | 1 |
| 16 | N/A | Key | 1 |
| 17 | N/A | Motor Gear | 1 |
| 18 | N/A | Ball Bearing | 1 |
| 19 | N/A | Ball Bearing | 1 |
| 20 | N/A | Output Shaft | 1 |
| 21 | N/A | Roller Bearing | 1 |
| 22 | N/A | Dowel Pin | 2 |
| 23 | N/A | Motor Shaft Oil Seal | 1 |
| 24 | N/A | Output Shaft Oil Seal | 1 |
| 25 | N/A | Torque Pin | 2 |
| 26 | N/A | Threaded Stud, M12 | 2 |

Notes

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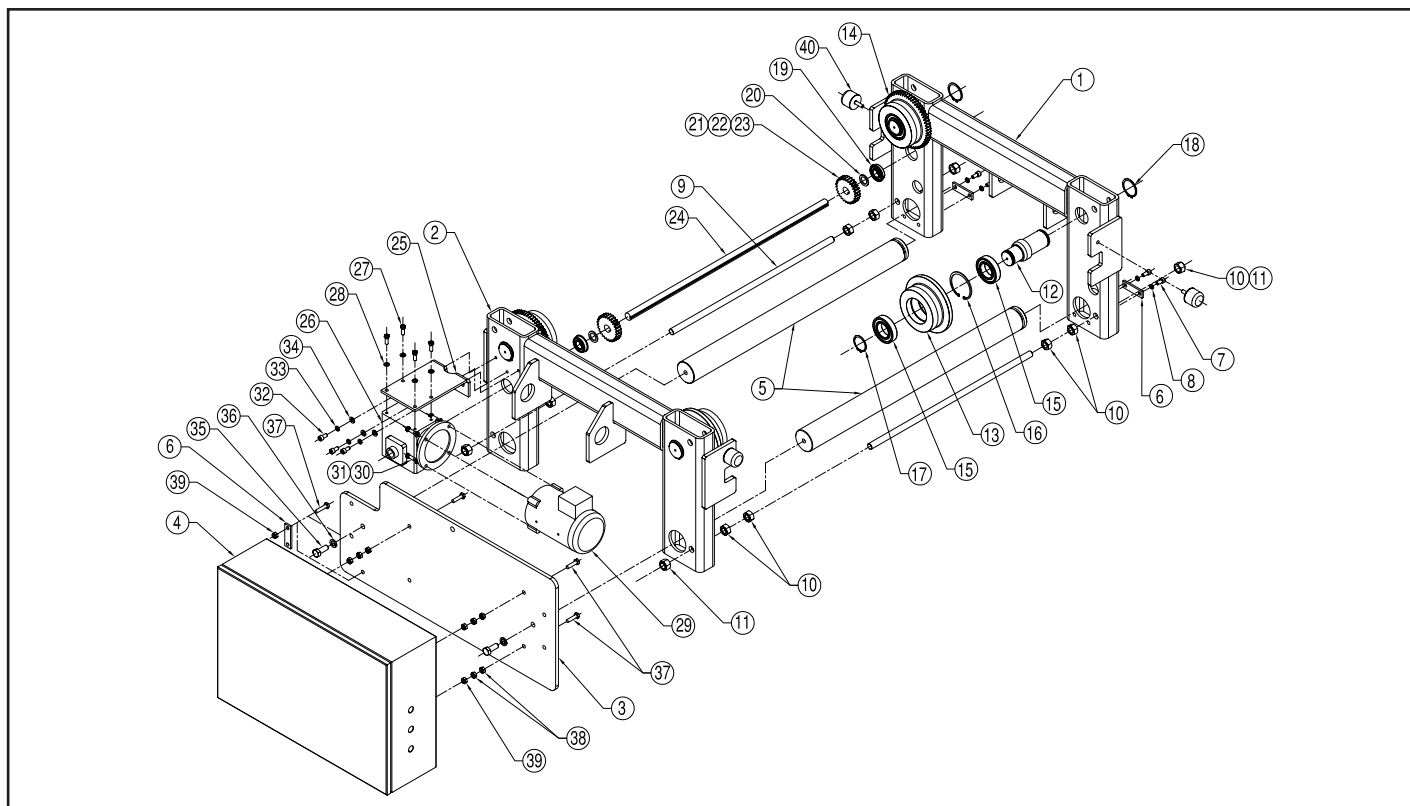


Figure 9-3. Motor Driven Trolley Frame and Drive ("C" Frame Shown).

| "B" Frame: Trolley Frame and Drive Components for Figure 9-3. | | | |
|---|-------------|--|------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| 1 | 44931411 | Geared Wheel Assembly Pair (Incl. Ref. Nos. 12, 14, 15, 16, 17, 18) | 1 |
| | 44931412 | Plain Wheel Assembly Pair (Incl. Ref. Nos. 12, 13, 15, 16, 17, 18) | |
| | - | Trolley Frame Side | |
| 2 | N/A | Drum Side, 25' Lift Model | 1 |
| | N/A | Drum Side, 40' Lift Model | |
| | - | Trolley Frame Side | |
| 3 | N/A | Traverse Drive Side, 25' Lift Model | 1 |
| | N/A | Traverse Drive Side, 40' Lift Model | |
| | - | Counterweight Plate | |
| 4 | N/A | Counterweight, 25' Lift Model | 1 |
| | N/A | Counterweight, 40' Lift Model | |
| | - | Hoist /Trolley Controls (Specify HP, Voltage, Frequency, No. of Speeds, Options) | |
| 5 | - | Alignment Bar | 2 |
| | 23384201 | Alignment Bar, 4" Thru 8" Trolley Beam Flange Width | |
| | 23384202 | Alignment Bar, 8 1/8" Thru 14" Trolley Beam Flange Width | |
| | 23384203 | Alignment Bar, 14 1/8" Thru 20" Trolley Beam Flange Width | |
| 6 | N/A | Key Plate | 3 |
| 7 | N/A | Socket Head Cap Screw, M10 | 4 |
| 8 | N/A | Lockwasher, M10 | 4 |
| 9 | - | Threaded Rod, M16 | 2 |
| | N/A | Threaded Rod, 4" Thru 8" Trolley Beam Flange Width | |
| | N/A | Threaded Rod, 8 1/8" Thru 14" Trolley Beam Flange Width | |
| | N/A | Threaded Rod, 14 1/8" Thru 20" Trolley Beam Flange Width | |
| 10 | N/A | Plain Hex Nut, M16 | 12 |
| 11 | N/A | Lockwasher, M16 | 4 |
| 12 | N/A | Wheel Axle | 4 |
| 13 | N/A | Plain Trolley Wheel | 2 |
| 14 | N/A | Geared Trolley Wheel | 2 |
| 15 | N/A | Ball Bearing | 8 |

(continued on next page)

"B" Frame: Trolley Frame and Drive Components for Figure 9-3.

| Ref. No. | Part Number | Description | Qty. Req'd |
|----------|-------------|---|------------|
| 16 | N/A | Internal Retaining Ring | 4 |
| 17 | N/A | External Retaining Ring | 4 |
| 18 | N/A | External Retaining Ring | 4 |
| 19 | N/A | Ball Bearing w/Retaining Ring | 2 |
| 20 | N/A | Flat Washer | 2 |
| 21 | N/A | Traverse Pinion | 2 |
| 22 | N/A | Key | 2 |
| 23 | N/A | Set Screw, M6 | 4 |
| 24 | - | Traverse Cross Shaft | 1 |
| | N/A | Cross Shaft, 4" Thru 8" Trolley Beam Flange Width | |
| | N/A | Cross Shaft, 8 1/8" Thru 14" Trolley Beam Flange Width | |
| | N/A | Cross Shaft, 14 1/8" Thru 20" Trolley Beam Flange Width | |
| 25 | N/A | Torque Arm | 1 |
| 26 | - | Traverse Reducer | 1 |
| | 905378 | Traverse Reducer, 55 FPM | |
| | 905377 | Traverse Reducer, 75 FPM | |
| 27 | N/A | Socket Head Cap Screw, 5/16"-18 | 4 |
| 28 | N/A | Lockwasher, 5/16" | 4 |
| 29 | - | Traverse Motor (Specify HP, Voltage, Frequency, No. of Speeds, Options) | 1 |
| 30 | N/A | Hex Head Bolt, 3/8"-16 | 4 |
| 31 | N/A | Lockwasher, 3/8" | 4 |
| 32 | N/A | Socket Head Cap Screw, M10 | 2 |
| 33 | N/A | Lockwasher, M10 | 2 |
| 34 | N/A | Flat Washer, M10 | 2 |
| 35 | N/A | Hex Head Bolt, M16 | 2 |
| 36 | N/A | Lockwasher, M16 | 2 |
| 37 | N/A | Hex Head Bolt, 3/8 | 5 |
| 38 | N/A | Plain Hex Nut, 3/8 | 4 |
| 39 | N/A | Locknut, 3/8 | 5 |
| 40 | 11680704 | Bumper (Optional) | 4 |

"C" Frame: Trolley Frame and Drive Components for Figure 9-3.

| Ref. No. | Part Number | Description | Qty. Req'd |
|----------|-----------------|--|------------|
| | 44934411 | Geared Wheel Assembly Pair (Incl. Ref. Nos. 12, 14, 15, 16, 17, 18) | |
| | 44934412 | Plain Wheel Assembly Pair (Incl. Ref. Nos. 12, 13, 15, 16, 17, 18) | |
| 1 | - | Trolley Frame Side | 1 |
| | N/A | Drum Side, 25' Lift Model | |
| | N/A | Drum Side, 40' Lift Model | |
| 2 | - | Trolley Frame Side | 1 |
| | N/A | Traverse Drive Side, 25' Lift Model | |
| | N/A | Traverse Drive Side, 40' Lift Model | |
| 3 | - | Counterweight Plate | 1 |
| | N/A | Counterweight, 25' Lift Model | |
| | N/A | Counterweight, 40' Lift Model | |
| 4 | - | Hoist /Trolley Controls (Specify HP, Voltage, Frequency, No. of Speeds, Options) | 1 |
| 5 | - | Alignment Bar | 2 |
| | 23387301 | Alignment Bar, 6" Thru 8" Trolley Beam Flange Width | |
| | 23387302 | Alignment Bar, 8 1/8" Thru 14" Trolley Beam Flange Width | |
| | 23387303 | Alignment Bar, 14 1/8" Thru 20" Trolley Beam Flange Width | |
| 6 | N/A | Key Plate | 3 |
| 7 | N/A | Socket Head Cap Screw, M10 | 4 |
| 8 | N/A | Lockwasher, M10 | 4 |
| 9 | - | Threaded Rod, M20 | 2 |
| | N/A | Threaded Rod, 6" Thru 8" Trolley Beam Flange Width | |
| | N/A | Threaded Rod, 8 1/8" Thru 14" Trolley Beam Flange Width | |
| | N/A | Threaded Rod, 14 1/8" Thru 20" Trolley Beam Flange Width | |
| 10 | N/A | Plain Hex Nut, M20 | 12 |
| 11 | N/A | Lockwasher, M20 | 4 |

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| "C" Frame: Trolley Frame and Drive Components for Figure 9-3. | | | |
|--|--------------------|---|-------------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| 12 | N/A | Wheel Axle | 4 |
| 13 | N/A | Plain Trolley Wheel | 2 |
| 14 | N/A | Geared Trolley Wheel | 2 |
| 15 | N/A | Ball Bearing | 8 |
| 16 | N/A | Internal Retaining Ring | 4 |
| 17 | N/A | External Retaining Ring | 4 |
| 18 | N/A | External Retaining Ring | 4 |
| 19 | N/A | Ball Bearing w/Retaining Ring | 2 |
| 20 | N/A | Flat Washer | 2 |
| 21 | N/A | Traverse Pinion | 2 |
| 22 | N/A | Key | 2 |
| 23 | N/A | Set Screw, M6 | 4 |
| 24 | - | Traverse Cross Shaft | 1 |
| | N/A | Cross Shaft, 6" Thru 8" Trolley Beam Flange Width | |
| | N/A | Cross Shaft, 8 1/8" Thru 14" Trolley Beam Flange Width | |
| | N/A | Cross Shaft, 14 1/8" Thru 20" Trolley Beam Flange Width | |
| 25 | N/A | Torque Arm | 1 |
| 26 | - | Traverse Reducer | 1 |
| | 33292001 | Traverse Reducer, 50 FPM | |
| | 33292002 | Traverse Reducer, 80 FPM | |
| 27 | N/A | Hex Head Bolt, 3/8"-16 | 4 |
| 28 | N/A | Lockwasher, 3/8" | 4 |
| 29 | - | Traverse Motor (Specify HP, Voltage, Frequency, No. of Speeds, Options) | 1 |
| 30 | N/A | Hex Head Bolt, 3/8"-16 | 4 |
| 31 | N/A | Lockwasher, 3/8" | 4 |
| 32 | N/A | Socket Head Cap Screw, M10 | 3 |
| 33 | N/A | Lockwasher, M10 | 3 |
| 34 | N/A | Flat Washer, M10 | 3 |
| 35 | N/A | Hex Head Bolt, M16 | 2 |
| 36 | N/A | Lockwasher, M16 | 2 |
| 37 | N/A | Hex Head Bolt, 3/8 | 5 |
| 38 | N/A | Plain Hex Nut, 3/8 | 8 |
| 39 | N/A | Locknut, 3/8 | 5 |
| 40 | 11680701 | Bumper (Optional) | 4 |

| "D" Frame: Trolley Frame and Drive Components for Figure 9-3. | | | |
|--|--------------------|---|-------------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| | 44937911 | Geared Wheel Assembly Pair (Incl. Ref. Nos. 12, 14, 15, 16, 17, 18) | |
| | 44937912 | Plain Wheel Assembly Pair (Incl. Ref. Nos. 12, 13, 15, 16, 17, 18) | |
| 1 | - | Trolley Frame Side | 1 |
| | N/A | Drum Side, 25' Lift Model | |
| | N/A | Drum Side, 40' Lift Model | |
| 2 | - | Trolley Frame Side | 1 |
| | N/A | Traverse Drive Side, 25' Lift Model | |
| | N/A | Traverse Drive Side, 40' Lift Model | |
| 3 | - | Counterweight Plate | 1 |
| | N/A | Counterweight, 25' Lift Model | |
| | N/A | Counterweight, 40' Lift Model | |
| 4 | - | Hoist/Trolley Controls (Specify HP, Voltage, Frequency, No. of Speeds, Options) | 1 |
| 5 | - | Alignment Bar | 2 |
| | 23392502 | Alignment Bar, 8" Thru 14" Trolley Beam Flange Width | |
| | 23392503 | Alignment Bar, 14 1/8" Thru 20" Trolley Beam Flange Width | |
| 6 | N/A | Key Plate | 3 |
| 7 | N/A | Socket Head Cap Screw, M16 | 4 |
| 8 | N/A | Lockwasher, M16 | 4 |

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| "D" Frame: Trolley Frame and Drive Components for Figure 9-3. | | | |
|--|--------------------|---|-------------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| 9 | - | Threaded Rod, M20 | 2 |
| | N/A | Threaded Rod, 8" Thru 14" Trolley Beam Flange Width | |
| | N/A | Threaded Rod, 14 1/8" Thru 20" Trolley Beam Flange Width | |
| 10 | N/A | Plain Hex Nut, M20 | 12 |
| 11 | N/A | Lockwasher, M20 | 4 |
| 12 | N/A | Wheel Axle | 4 |
| 13 | N/A | Plain Trolley Wheel | 2 |
| 14 | N/A | Geared Trolley Wheel | 2 |
| 15 | N/A | Ball Bearing | 8 |
| 16 | N/A | Internal Retaining Ring | 4 |
| 17 | N/A | External Retaining Ring | 4 |
| 18 | N/A | External Retaining Ring | 4 |
| 19 | N/A | Ball Bearing w/Retaining Ring | 2 |
| 20 | N/A | Flat Washer | 2 |
| 21 | N/A | Traverse Pinion | 2 |
| 22 | N/A | Key | 2 |
| 23 | N/A | Set Screw, M6 | 4 |
| 24 | - | Traverse Cross Shaft | 1 |
| | N/A | Cross Shaft, 8" Thru 14" Trolley Beam Flange Width | |
| | N/A | Cross Shaft, 14 1/8" Thru 20" Trolley Beam Flange Width | |
| 25 | N/A | Torque Arm | 1 |
| 26 | - | Traverse Reducer | 1 |
| | 33293801 | Traverse Reducer, 50 FPM | |
| | 33293802 | Traverse Reducer, 80 FPM | |
| 27 | N/A | Socket Head Cap Screw, 3/8"-16 | 4 |
| 28 | N/A | Lockwasher, 3/8"-16 | 4 |
| 29 | - | Traverse Motor (Specify HP, Voltage, Frequency, No. of Speeds, Options) | 1 |
| 30 | N/A | Hex Head Bolt, 3/8"-16 | 4 |
| 31 | N/A | Lockwasher, 3/8" | 4 |
| 32 | N/A | Socket Head Cap Screw, M10 | 2 |
| 33 | N/A | Lockwasher, M10 | 2 |
| 34 | N/A | Flat Washer, M10 | 2 |
| 35 | N/A | Hex Head Bolt, M20 | 2 |
| 36 | N/A | Lockwasher, M20 | 2 |
| 37 | N/A | Hex Head Bolt, 3/8 | 5 |
| 38 | N/A | Plain Hex Nut, 3/8 | 4 |
| 39 | N/A | Locknut, 3/8 | 5 |
| 40 | 11680701 | Bumper (Optional) | 4 |

Notes

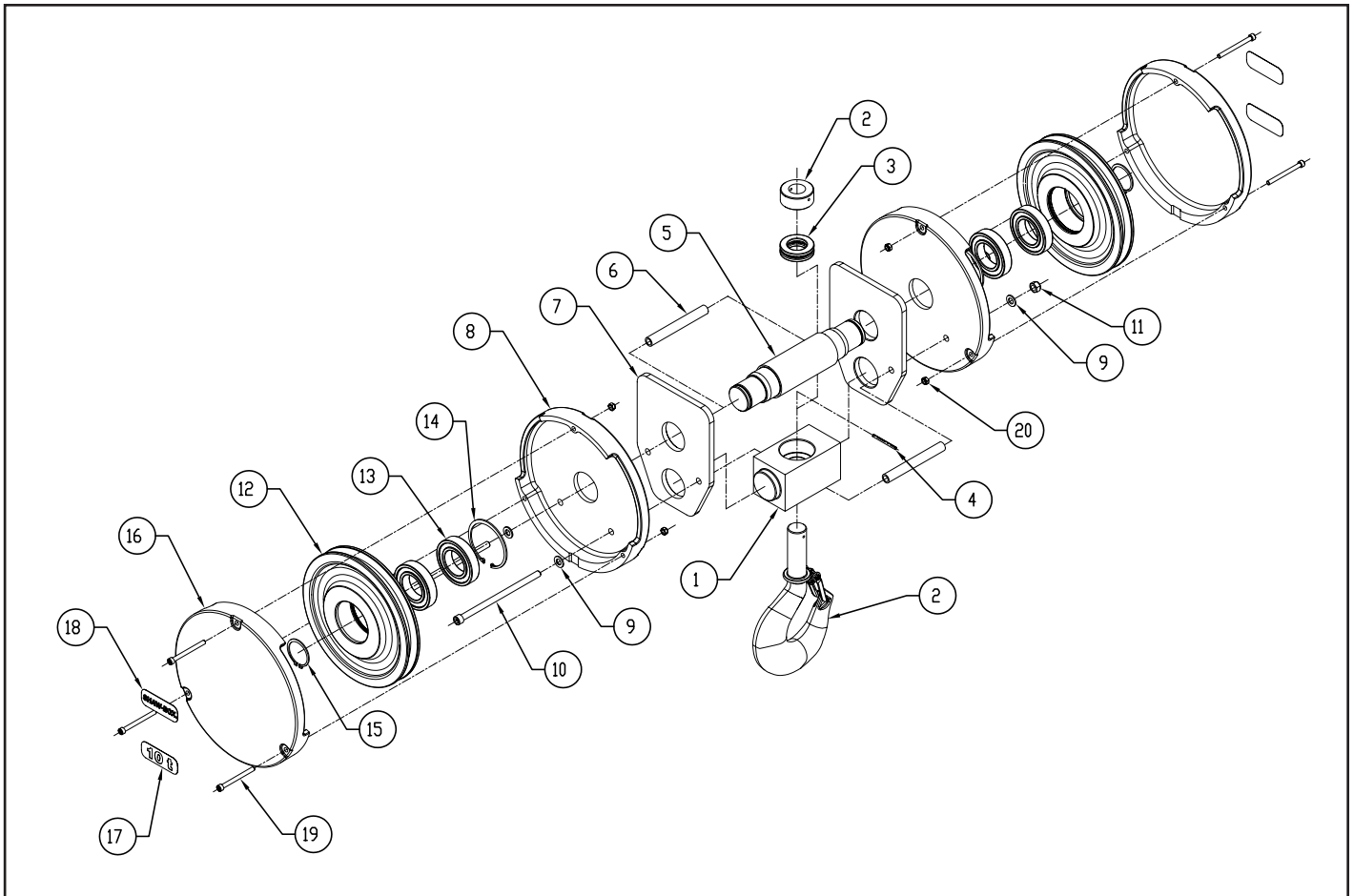


Figure 9-4. Lower Block Assembly

| "B" Frame: Lower Block Components for Figure 9-4. | | | |
|---|------------------|--|------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| | 44931901C | Lower Block Assembly (Excludes Ref. Nos. 17 & 18) | 1 |
| | 33290601 | Sheave Assembly (Incl. Ref. Nos. 12, 13, 14) | |
| | 4X1309 | Hook Latch Kit (Not shown) | |
| | 23380691 | Hook Assembly (Incl. Ref. Nos. 2, 3, 4) | |
| 1 | N/A | Trunnion Crosshead | 1 |
| 2 | N/A | Hook & Nut Assembly | 1 |
| 3 | N/A | Thrust Bearing | 1 |
| 4 | N/A | Roll Pin | 1 |
| 5 | N/A | Sheave Pin | 1 |
| 6 | N/A | Spacer Tube | 2 |
| 7 | N/A | Lower Block Strap | 2 |
| 8 | 33290902 | Inner Sheave Cover | 2 |
| 9 | N/A | Flat Washer, M8 | 4 |
| 10 | N/A | Socket Head Cap Screw, M8 | 2 |
| 11 | N/A | Locknut, M8 | 2 |
| 12 | N/A | Rope Sheave | 2 |
| 13 | N/A | Ball Bearing | 4 |
| 14 | N/A | Internal Retaining Ring | 2 |
| 15 | N/A | External Retaining Ring | 2 |
| 16 | 33290912 | Outer Sheave Cover | 2 |
| 17 | 23382810 | 5t Capacity Label | 2 |
| 18 | 23382801 | YALE Brand Label | 2 |
| 19 | N/A | Socket Head Cap Screw, M6 | 6 |
| 20 | N/A | Locknut, M6 | 6 |

| "C" Frame: Lower Block Components for Figure 9-4. | | | |
|--|--------------------|---|-------------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| | 44934901C | 10t Lower Block Assembly (Excludes Ref. Nos. 17 & 18) | 1 |
| | 44934901C | 7.5t Lower Block Assembly (Excludes Ref. Nos. 17 & 18) | 1 |
| | 33292101 | Sheave Assembly (Incl. Ref. Nos. 12, 13, 14) | |
| | 4X1315 | Hook Latch Kit (Not shown) | |
| | 23389291 | Hook Assembly (Incl. Ref. Nos. 2, 3, 4) | |
| 1 | N/A | Trunnion Crosshead | 1 |
| 2 | N/A | Hook & Nut Assembly | 1 |
| 3 | N/A | Thrust Bearing | 1 |
| 4 | N/A | Roll Pin | 1 |
| 5 | N/A | Sheave Pin | 1 |
| 6 | N/A | Spacer Tube | 2 |
| 7 | N/A | Lower Block Strap | 2 |
| 8 | 33291802 | Inner Sheave Cover | 2 |
| 9 | N/A | Flat Washer, M12 | 4 |
| 10 | N/A | Socket Head Cap Screw, M12 | 2 |
| 11 | N/A | Locknut, M12 | 2 |
| 12 | N/A | Rope Sheave | 2 |
| 13 | N/A | Ball Bearing | 4 |
| 14 | N/A | Internal Retaining Ring | 2 |
| 15 | N/A | External Retaining Ring | 2 |
| 16 | 33291812 | Outer Sheave Cover | 2 |
| 17 | - | Capacity Label | 2 |
| | 23282812 | 10t Capacity Plate | |
| | 23382811 | 7.5t Capacity Plate | |
| 18 | 23382801 | YALE Brand Label | 2 |
| 19 | N/A | Socket Head Cap Screw, M8 | 6 |
| 20 | N/A | Locknut, M8 | 6 |

| "D" Frame: Lower Block Components for Figure 9-4. | | | |
|--|--------------------|--|-------------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| | 44936901C | Lower Block Assembly (Excludes Ref. Nos. 17 & 18) | 1 |
| | 33293701 | Sheave Assembly (Incl. Ref. Nos. 12, 13, 14) | |
| | 4X1322 | Hook Latch Kit (Not shown) | |
| | 23394091 | Hook Assembly (Incl. Ref. Nos. 2, 3, 4) | |
| 1 | N/A | Trunnion Crosshead | 1 |
| 2 | N/A | Hook & Nut Assembly | 1 |
| 3 | N/A | Thrust Bearing | 1 |
| 4 | N/A | Roll Pin | 1 |
| 5 | N/A | Sheave Pin | 1 |
| 6 | N/A | Spacer Tube | 2 |
| 7 | N/A | Lower Block Strap | 2 |
| 8 | 33292801 | Inner Sheave Cover | 2 |
| 9 | N/A | Flat Washer, M12 | 4 |
| 10 | N/A | Threaded Stud, M12 | 2 |
| 11 | N/A | Locknut, M12 | 2 |
| 12 | N/A | Rope Sheave | 2 |
| 13 | N/A | Ball Bearing | 4 |
| 14 | N/A | Internal Retaining Ring | 2 |
| 15 | N/A | External Retaining Ring | 2 |
| 16 | 33292811 | Outer Sheave Cover | 2 |
| 17 | 23391525 | 15t Capacity Label | 2 |
| 18 | 23391501 | YALE Brand Label | 2 |
| 19 | N/A | Socket Head Cap Screw, M8 | 6 |
| 20 | N/A | Locknut, M8 | 6 |

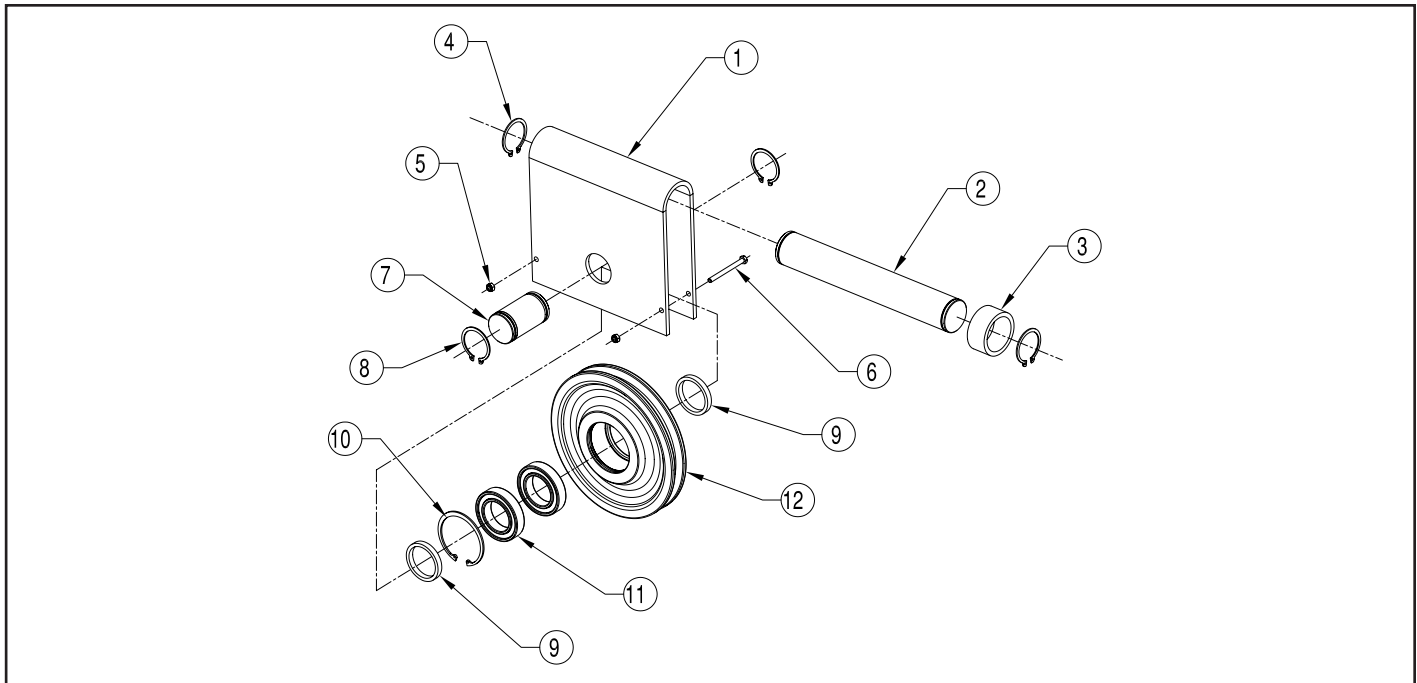


Figure 9-5. Upper Block Assembly

"B" Frame: Upper Block Components for Figure 9-5.

| Ref. No. | Part Number | Description | Qty. Req'd |
|----------|-----------------|---|------------|
| | 44932701 | "B" Frame Hoist Upper Block Assembly | 1 |
| | 33290601 | Sheave Assembly (Incl. Ref. Nos. 10, 11, 12) | |
| 1 | N/A | Upper Block Yoke | 1 |
| 2 | N/A | Yoke Pin | 1 |
| 3 | N/A | Yoke Spacer ("B" Frame Only) | 1 |
| 4 | N/A | External Retaining Ring | 2 |
| 5 | N/A | Locknut, M6 | 2 |
| 6 | N/A | Hex Head Bolt, M6 | 2 |
| 7 | N/A | Sheave Pin | 1 |
| 8 | N/A | External Retaining Ring | 2 |
| 9 | N/A | Spacer Washer | 2 |
| 10 | N/A | Internal Retaining Ring | 1 |
| 11 | N/A | Sealed Ball Bearing | 2 |
| 12 | N/A | Rope Sheave | 1 |

"C" Frame: Upper Block Components for Figure 9-5.

| Ref. No. | Part Number | Description | Qty. Req'd |
|----------|------------------|---|------------|
| | 44934601C | "C" Frame Hoist Upper Block Assembly | 1 |
| | 33292101 | Sheave Assembly (Incl. Ref. Nos. 10, 11, 12) | |
| 1 | N/A | Upper Block Yoke | 1 |
| 2 | N/A | Yoke Pin | 1 |
| 3 | N/A | Yoke Spacer (Not Required on "C" Frame) | 0 |
| 4 | N/A | External Retaining Ring | 2 |
| 5 | N/A | Locknut, M6 | 2 |
| 6 | N/A | Hex Head Bolt, M6 | 2 |
| 7 | N/A | Sheave Pin | 1 |
| 8 | N/A | External Retaining Ring | 2 |
| 9 | N/A | Spacer Washer | 2 |
| 10 | N/A | Internal Retaining Ring | 1 |
| 11 | N/A | Sealed Ball Bearing | 2 |
| 12 | N/A | Rope Sheave | 1 |

| "D" Frame: Upper Block Components for Figure 9-5. | | | |
|---|------------------|---|------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| | 44936601C | "D" Frame Hoist Upper Block Assembly | 1 |
| | 33293701 | Sheave Assembly (Incl. Ref. Nos. 10, 11, 12) | |
| 1 | N/A | Upper Block Yoke | 1 |
| 2 | N/A | Yoke Pin | 1 |
| 3 | N/A | Yoke Spacer (Not Required on "D" Frame) | 0 |
| 4 | N/A | External Retaining Ring | 2 |
| 5 | N/A | Locknut, M10 | 2 |
| 6 | N/A | Hex Head Bolt, M10 | 2 |
| 7 | N/A | Sheave Pin | 1 |
| 8 | N/A | External Retaining Ring | 2 |
| 9 | N/A | Spacer Washer | 2 |
| 10 | N/A | Internal Retaining Ring | 1 |
| 11 | N/A | Sealed Ball Bearing | 2 |
| 12 | N/A | Rope Sheave | 1 |

Notes

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

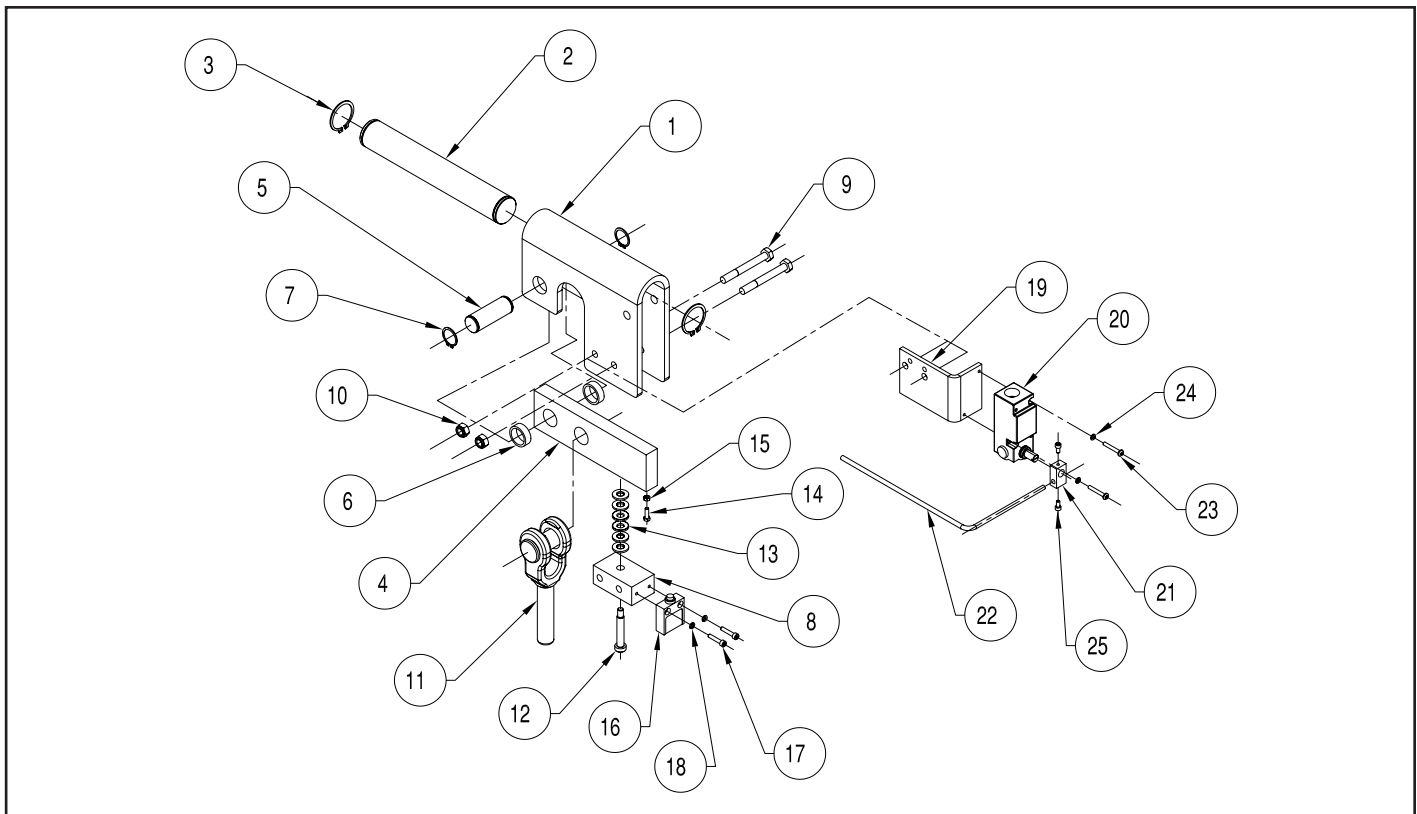


Figure 9-6a. Wire Rope Dead End Assembly with Limit Switch ("B" & "C" Frame)

| "B" Frame: Wire Rope Dead End Assembly Components for Figure 9-6a. | | | |
|--|------------------|---|------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| | 44932801C | "B" Frame Hoist Rope and Dead End Assembly (Excl. Ref. Nos. 11, 19 - 25) | 1 |
| 1 | N/A | Dead End Yoke | 1 |
| 2 | N/A | Yoke Pin | 1 |
| 3 | N/A | External Retaining Ring | 2 |
| 4 | N/A | Overload Beam | 1 |
| 5 | N/A | Dead End Pin | 1 |
| 6 | N/A | Spacer | 2 |
| 7 | N/A | External Retaining Ring | 2 |
| 8 | N/A | Overload Spring Base | 1 |
| 9 | N/A | Hex Head Bolt, M6 | 2 |
| 10 | N/A | Locknut, M6 | 2 |
| 11 | - | Wire Rope and Swaged End Assembly | 1 |
| | 23383601 | Rope Assembly, 25' Lift Model, 9mm | |
| | 23383602 | Rope Assembly, 40' Lift Model, 9mm | |
| 12 | N/A | Socket Head Shoulder Bolt, M8 Thread | 1 |
| 13 | N/A | Belleville Spring Washer | 4 |
| 14 | N/A | Hex Head Bolt, M5 | 1 |
| 15 | N/A | Plain Hex Nut, M5 | 1 |
| 16 | N/A | Limit Switch | 1 |
| 17 | N/A | Socket Head Cap Screw, M5 | 2 |
| 18 | N/A | Hi-Collar Lockwasher | 2 |
| | 33290501C | "B" Frame Block Operated Limit Switch - Optional Equipment | 1 |
| 19 | N/A | Limit Switch Bracket (Optional) | 1 |
| 20 | N/A | Limit Switch (Optional) | 1 |
| 21 | N/A | Limit Switch Hub (Optional) | 1 |
| 22 | N/A | Actuator Rod (Optional) | 1 |
| 23 | N/A | Pan Head Screw, #10 (Optional) | 2 |
| 24 | N/A | Lockwasher, #10 (Optional) | 2 |
| 25 | N/A | Socket Head Cap Screw, #10 (Optional) | 2 |

Notes

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper has a slight shadow on the right side, suggesting it's resting on a surface.

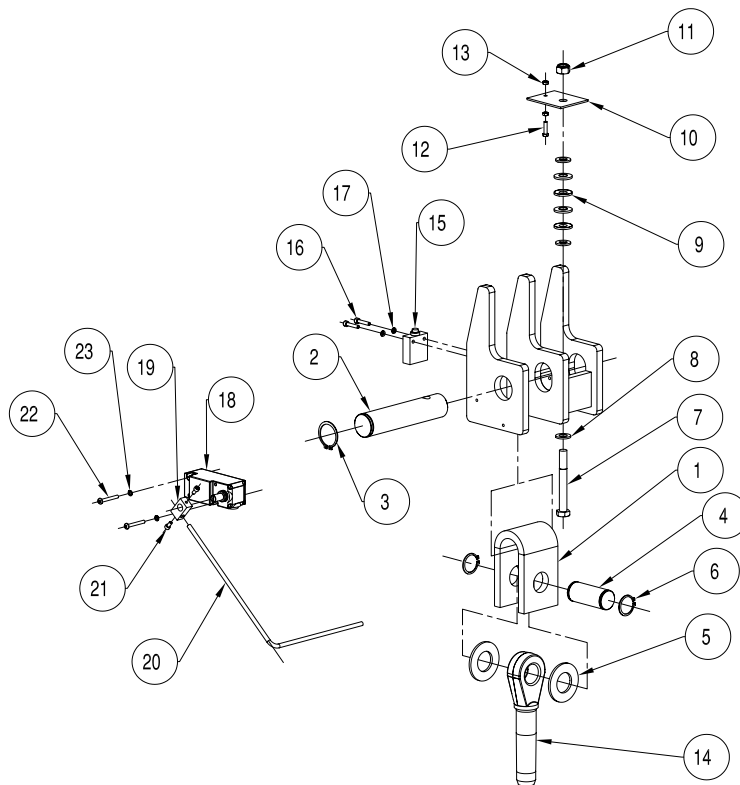


Figure 9-6b. Wire Rope Dead End Assembly with Limit Switch ("D" Frame)

| "D" Frame: Wire Rope Dead End Assembly Components for Figure 9-6b. | | | |
|--|------------------|--|------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| | 44937001C | "D" Frame Hoist Rope and Dead End Assembly (Excl. Ref. Nos. 14) | 1 |
| 1 | N/A | Dead End Yoke | 1 |
| 2 | N/A | Yoke Pin | 1 |
| 3 | N/A | External Retaining Ring | 1 |
| 4 | N/A | Dead End Pin | 1 |
| 5 | N/A | Spacer | 2 |
| 6 | N/A | External Retaining Ring | 2 |
| 7 | N/A | Hex Head Bolt, M12 | 1 |
| 8 | N/A | Flat Washer, M12 | 3 |
| 9 | N/A | Belleville Spring Washer | 4 |
| 10 | N/A | Overload Plate | 1 |
| 11 | N/A | Locknut, M12 | 1 |
| 12 | N/A | Hex Head Bolt, M5 | 1 |
| 13 | N/A | Plain Hex Nut, M5 | 2 |
| 14 | - | Wire Rope and Swaged End Assembly | 1 |
| | 23393901 | Rope Assembly, 25' Lift Model, 15mm | |
| | 23393902 | Rope Assembly, 40' Lift Model, 15mm | |
| 15 | N/A | Limit Switch | 1 |
| 16 | N/A | Socket Head Cap Screw, M5 | 2 |
| 17 | N/A | Hi-Collar Lockwasher, M5 | 2 |
| | 33290504C | "D" Frame Block Operated Limit Switch - Optional Equipment | 1 |
| 18 | N/A | Limit Switch (Optional) | 1 |
| 19 | N/A | Limit Switch Hub (Optional) | 1 |
| 20 | N/A | Actuator Rod (Optional) | 1 |
| 21 | N/A | Socket Head Cap Screw, #10 (Optional) | 2 |
| 22 | N/A | Pan Head Screw, #10 (Optional) | 2 |
| 23 | N/A | Lockwasher, #10 (Optional) | 2 |

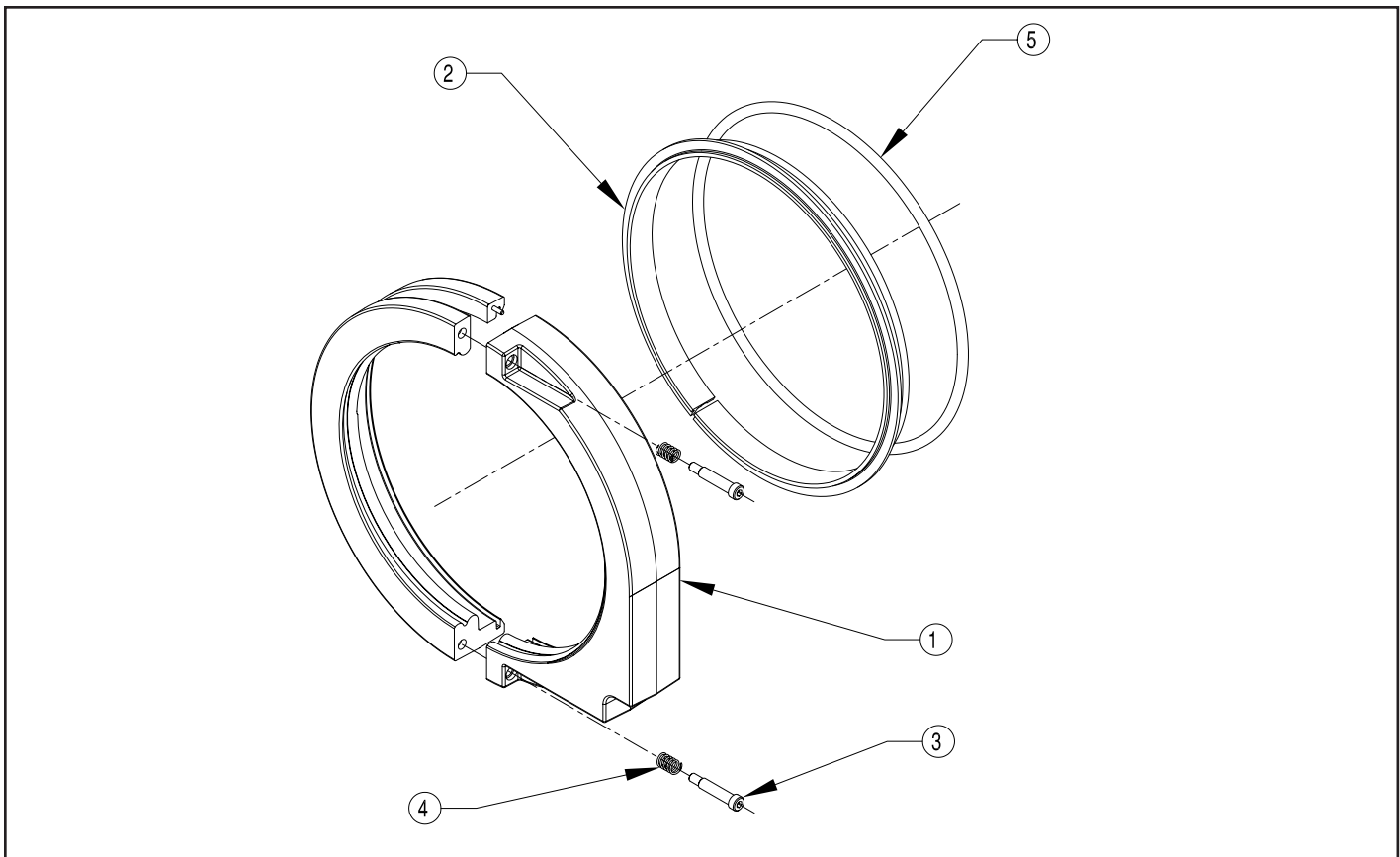


Figure 9-7a. Rope Guide Assembly ("B" & "C" Frame)

| "B" Frame: Rope Guide Components for Figure 9-7a. | | | |
|---|------------------|--------------------------------------|------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| | 44931801C | "B" Frame Rope Guide Assembly | 1 |
| 1 | N/A | Rope Guide Body | 1 |
| 2 | N/A | Plastic Shroud | 1 |
| 3 | N/A | Socket Head Shoulder Bolt, M6 Thread | 2 |
| 4 | N/A | Compression Spring | 2 |
| 5 | N/A | Extension Spring | 1 |

| "C" Frame: Rope Guide Components for Figure 9-7a. | | | |
|---|------------------|--------------------------------------|------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| | 44933801C | "C" Frame Rope Guide Assembly | 1 |
| 1 | N/A | Rope Guide Body | 1 |
| 2 | N/A | Plastic Shroud | 1 |
| 3 | N/A | Socket Head Shoulder Bolt, M6 Thread | 2 |
| 4 | N/A | Compression Spring | 2 |
| 5 | N/A | Extension Spring | 1 |

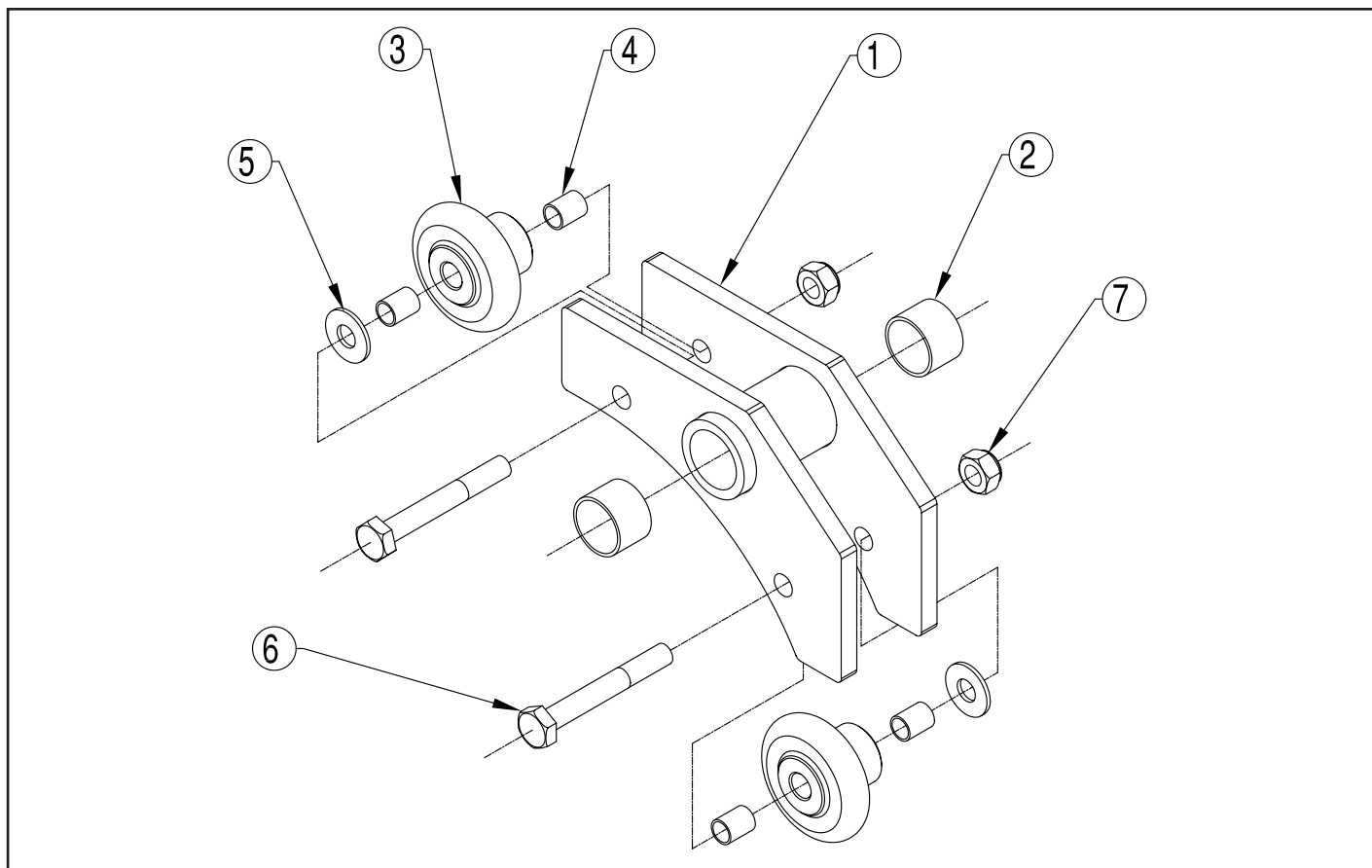


Figure 9-7b. Rope Guide Assembly

| "D" Frame: Rope Guide Components for Figure 9-7b. | | | |
|---|------------------|--------------------------------------|------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| | 33293401C | "D" Frame Rope Guide Assembly | 1 |
| 1 | N/A | Rope Guide Body | 1 |
| 2 | N/A | Hub Bushing | 2 |
| 3 | N/A | Guide Roller | 2 |
| 4 | N/A | Roller Bushing | 4 |
| 5 | N/A | Washer, 3/8" | 2 |
| 6 | N/A | Hex Head Bolt, M10 | 2 |
| 7 | N/A | Locknut, M10 | 2 |

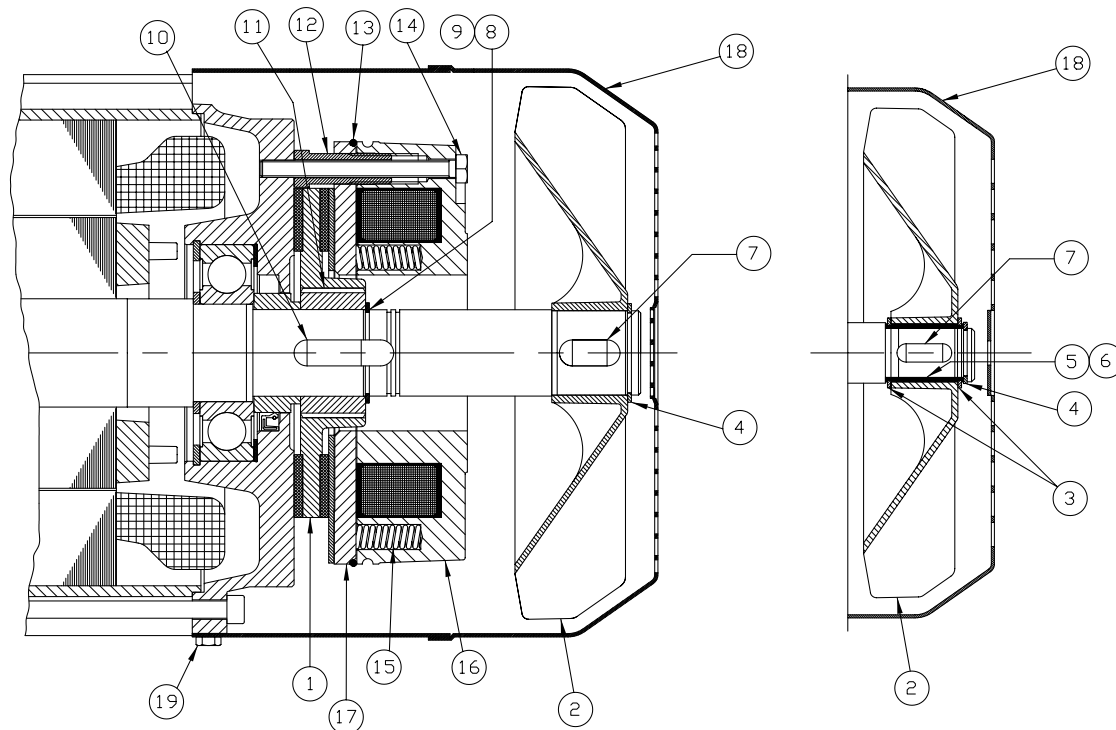


Figure 9-8a. Standard Hoist Motor Brake (Except 33327303)

| "B" Frame: Hoist Brake Components for Figure 9-8a. | | | |
|--|----------------------------------|--|------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| | 33313849 | Complete Brake Assembly (Includes Ref. Nos. 1,11,16,17 & P/N 33313853) | 1 |
| 1 | 33313850 | Brake Friction Disc | 1 |
| 2 | 33313851 BRAKE FAN KIT | Fan | 1 |
| 3 | | External Retaining Rings (Fan Hub) | 2 |
| 4 | | External Retaining Ring (Fan) | 1 |
| 5 | | Fan Hub | 1 |
| 6 | | Key (Fan Hub) | 1 |
| 7 | | Key (Fan) | 1 |
| 8 | 33313852 BRAKE HUB KIT | External Retaining Ring (Brake Hub) | 1 |
| 9 | | Spacer (Brake Hub) | 1 |
| 10 | | Key (Brake Hub) | 1 |
| 11 | | Brake Hub | 1 |
| 12 | 33313853 HARD- WARE KIT | Hollow Core Bolts | 3 |
| 13 | | O-Ring | 1 |
| 14 | | Bolts (Brake Mounting) | 3 |
| 15 | | Compression Springs | 7 |
| 16 | N/A | Magnet Body - Order Complete Brake | 1 |
| 17 | N/A | Armature Plate - Order Complete Brake | 1 |
| 18 | 33313855 SHROUD KIT | Fan Shroud | 1 |
| 19 | | Bolts (Fan Shroud) | 4 |

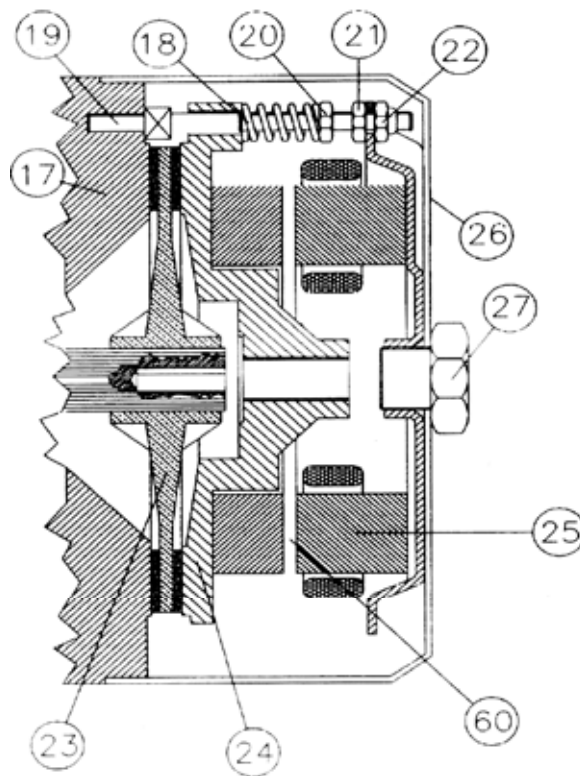


Figure 9-8b. Standard Hoist Motor Brake (7½ hp Motor 33327303)

"B" Frame: Hoist Brake Components for Figure 9-8b.

| Ref. No. | Part Number | Description | Qty. Req'd |
|----------|--------------------------------|---|------------|
| | 33327349 | Complete Brake Assembly (Includes Ref. Nos. 18 thru 27) | 1 |
| 18 | 33327350 Brake Adjuster Set | Spring | 3 |
| 19 | | Brake Adjuster | 3 |
| 20 | | Braking Torque Adjusting Lockout | 3 |
| 21 | | Air Gap Adjusting Nut | 3 |
| 22 | | Locknut | 3 |
| 23 | 33327351 | Brake Disc | 1 |
| 24 | 33327352 | Brake Moving Element | 1 |
| 25 | 33327353 | Brake Coil | 1 |
| 26 | 33327354 | Brake Cover | 1 |
| 27 | 33327355 | Cover Retaining Nut | 1 |

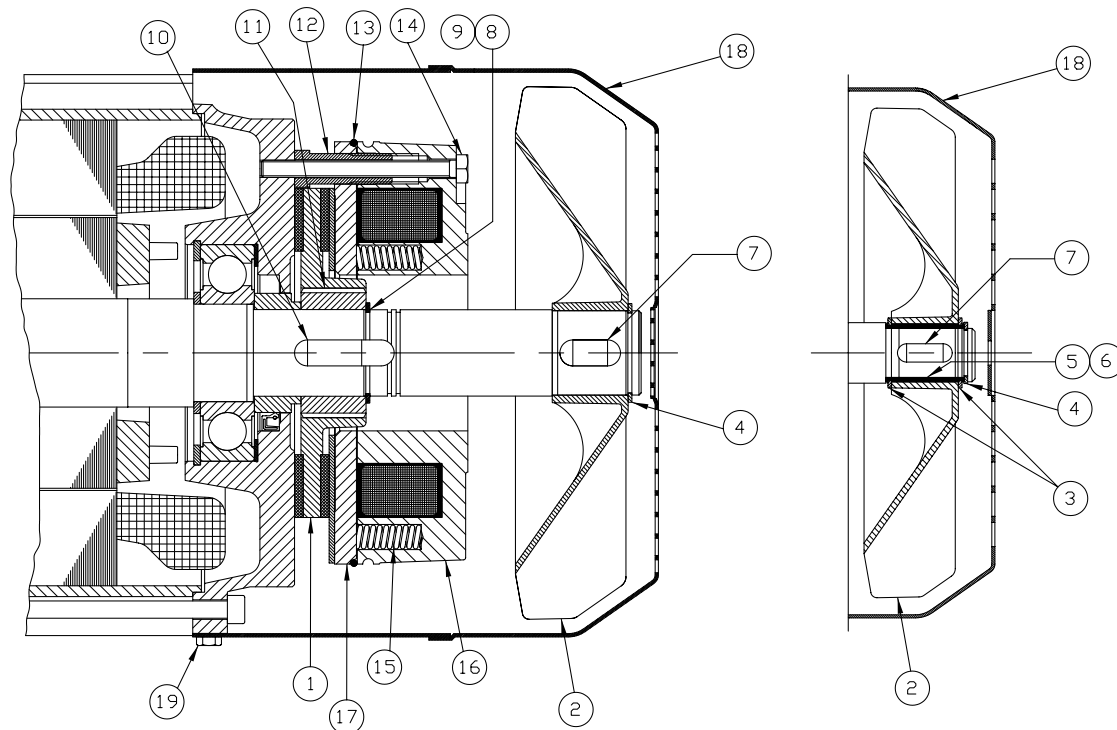


Figure 9-8c. Standard Hoist Motor Brake

| "C" & "D" Frame: Hoist Brake Components for Figure 9-8c. | | | |
|--|---------------------------------|--|------------|
| Ref. No. | Part Number | Description | Qty. Req'd |
| | 33263249 | Complete Brake Assembly (Includes Ref. Nos. 1,11,16,17 & P/N 33263253) | 1 |
| 1 | 33263250 | Brake Friction Disc | 1 |
| 2 | 33263251 BRAKE FAN KIT | Fan | 1 |
| 3 | | External Retaining Rings (Fan Hub) | 2 |
| 4 | | External Retaining Ring (Fan) | 1 |
| 5 | | Fan Hub | 1 |
| 6 | | Key (Fan Hub) | 1 |
| 7 | | Key (Fan) | 1 |
| 8 | 33263252 | External Retaining Ring (Brake Hub) | 1 |
| 9 | 33263252 | Spacer (Brake Hub) | 1 |
| 10 | 33263252 | Key (Brake Hub) | 1 |
| 11 | 33263252 | Brake Hub | 1 |
| 12 | 33263253 | Hollow Core Bolts | 3 |
| 13 | 33263253 | O-Ring | 1 |
| 14 | 33263253 | Bolts (Brake Mounting) | 3 |
| 15 | 33263253 | Compression Springs | 7 |
| 16 | N/A | Magnet Body - Order Complete Brake | 1 |
| 17 | N/A | Armature Plate - Order Complete Brake | 1 |
| 18 | 33263255 | Fan Shroud | 1 |
| 19 | 33263255 | Bolts (Fan Shroud) | 4 |

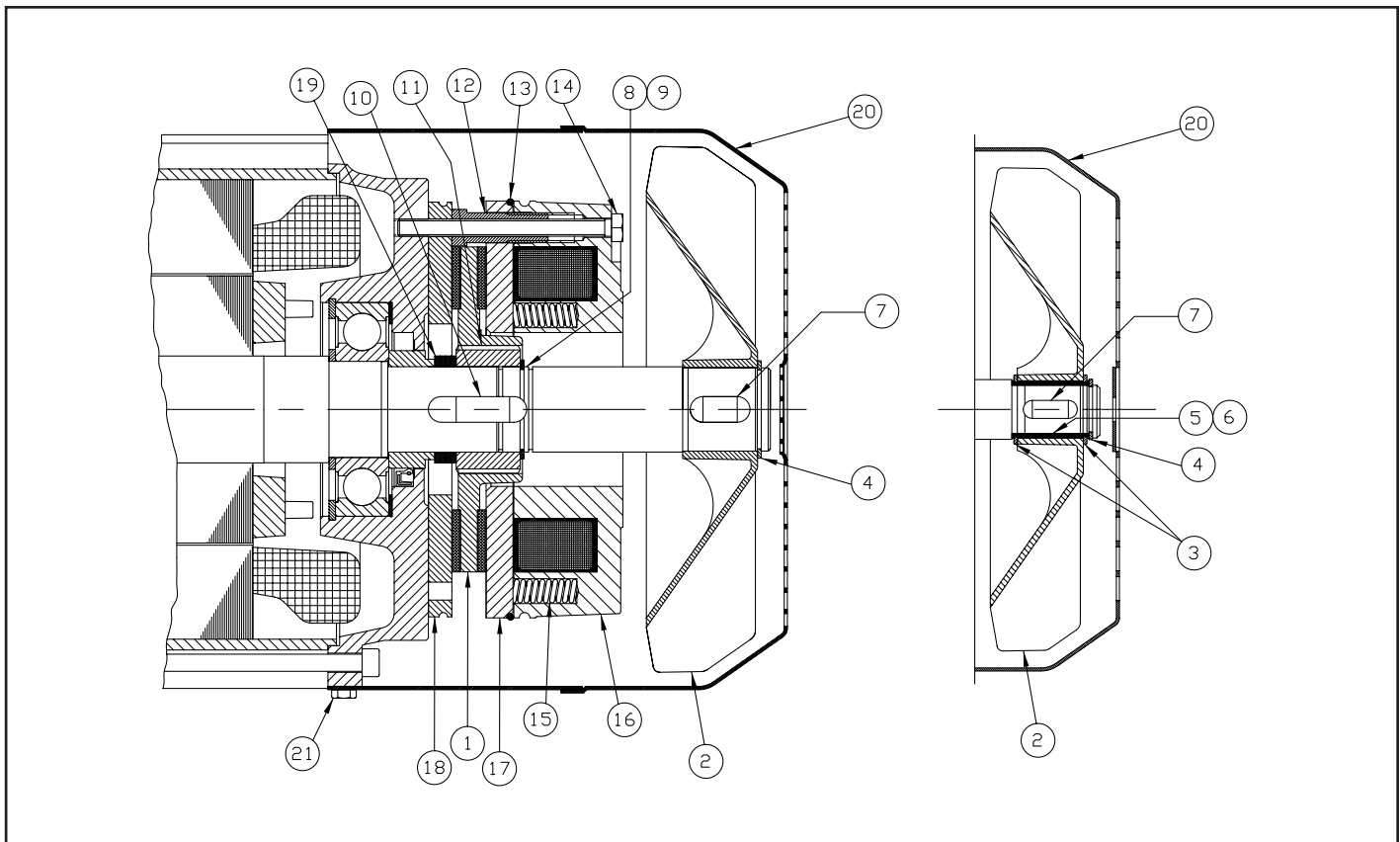


Figure 9-9. Outdoor Service Hoist Motor Brake

"B" Frame: Hoist Brake Components for Figure 9-9.

| Ref. No. | Part Number | Description | Qty. Req'd |
|----------|----------------------------------|--|------------|
| | 33294049 | Complete Brake Assembly (Includes Ref. Nos. 1,11,16,17, 18 & P/N 33294053) | 1 |
| 1 | 33313850 | Brake Friction Disc | 1 |
| 2 | 33313851 BRAKE FAN KIT | Fan | 1 |
| 3 | | External Retaining Rings (Fan Hub) | 2 |
| 4 | | External Retaining Ring (Fan) | 1 |
| 5 | | Fan Hub | 1 |
| 6 | | Key (Fan Hub) | 1 |
| 7 | | Key (Fan) | 1 |
| 8 | 33294052 BRAKE HUB KIT | External Retaining Ring (Brake Hub) | 1 |
| 9 | | Spacer (Brake Hub) | 1 |
| 10 | | Key (Brake Hub) | 1 |
| 11 | | Stainless Steel Brake Hub | 1 |
| 12 | 33294053 HARD- WARE KIT | Hollow Core Bolts | 3 |
| 13 | | O-Ring | 1 |
| 14 | | Bolts (Brake Mounting) | 3 |
| 15 | | Compression Springs | 7 |
| 16 | N/A | Magnet Body - Order Complete Brake | 1 |
| 17 | N/A | Stainless Steel Armature Plate - Order Complete Brake | 1 |
| 18 | N/A | Stainless Steel Friction Disc - Order Complete Brake | 1 |
| 19 | 11803105 | Spacer Washers | 4 |
| 20 | 33313855 SHROUD KIT | Fan Shroud | 1 |
| 21 | | Bolts (Fan Shroud) | 4 |

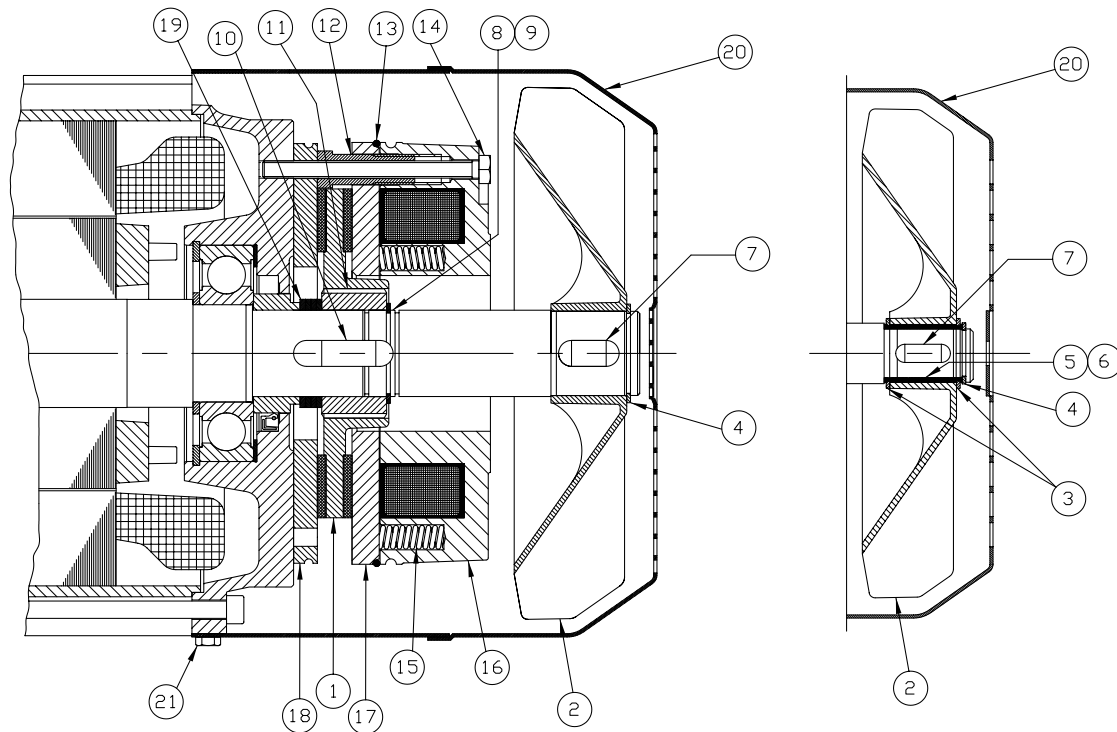


Figure 9-9. Outdoor Service Hoist Motor Brake

"C" & "D" Frame: Hoist Brake Components for Figure 9-9.

| Ref. No. | Part Number | Description | Qty. Req'd |
|----------|----------------------------------|--|------------|
| | 33294149 | Complete Brake Assembly (Includes Ref. Nos. 1,11,16,17, 18 & P/N 33294153) | 1 |
| 1 | 33263250 | Brake Friction Disc | 1 |
| 2 | 33263251 BRAKE FAN KIT | Fan | 1 |
| 3 | | External Retaining Rings (Fan Hub) | 2 |
| 4 | | External Retaining Ring (Fan) | 1 |
| 5 | | Fan Hub | 1 |
| 6 | | Key (Fan Hub) | 1 |
| 7 | | Key (Fan) | 1 |
| 8 | 33294152 BRAKE HUB KIT | External Retaining Ring (Brake Hub) | 1 |
| 9 | | Spacer (Brake Hub) | 1 |
| 10 | | Key (Brake Hub) | 1 |
| 11 | | Stainless Steel Brake Hub | 1 |
| 12 | 33294153 HARD- WARE KIT | Hollow Core Bolts | 3 |
| 13 | | O-Ring | 1 |
| 14 | | Bolts (Brake Mounting) | 3 |
| 15 | | Compression Springs | 7 |
| 16 | N/A | Magnet Body - Order Complete Brake | 1 |
| 17 | N/A | Stainless Steel Armature Plate - Order Complete Brake | 1 |
| 18 | N/A | Stainless Steel Friction Disc - Order Complete Brake | 1 |
| 19 | 11803106 | Spacer Washers | 4 |
| 20 | 33263255 SHROUD KIT | Fan Shroud | 1 |
| 21 | | Bolts (Fan Shroud) | 4 |

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Recommended Spare Parts

Certain parts of your hoist will, in time, require replacement under normal wear conditions. It is suggested that the following parts be purchased for your hoist as spares for future use.

One Brake Friction Disc
One Brake Control Module
One Brake Hardware Kit
One Set of Contactors
One Transformer
One Wire Rope Assembly

Note: When ordering parts always furnish Hoist Serial Number, Catalog Number, Motor Horsepower, Voltage, Phase, Frequency and Rated Load of Hoist on which the parts are to be used.

Parts for your hoist are available from your local authorized **YALE** repair station.
For the location of your nearest repair station, write:

Yale•Lift-Tech
414 West Broadway Avenue
P.O. Box 769
Muskegon, MI 49443-0769

Phone: **800 742-9269**
Fax: **800 742-9270**

WARRANTY

WARRANTY AND LIMITATION OF REMEDY AND LIABILITY

A. Seller warrants that its products and parts, when shipped, and its work (including installation, construction and start-up), when performed, will meet applicable specifications, will be of good quality and will be free from defects in material and workmanship. All claims for defective products or parts under this warranty must be made in writing immediately upon discovery and in any event, within one (1) year from shipment of the applicable item unless Seller specifically assumes installation, construction or start-up responsibility. All claims for defective products or parts when Seller specifically assumes installation, construction or start-up responsibility and all claims for defective work must be made in writing immediately upon discovery and in any event, within one (1) year from completion of the applicable work by Seller, provided; however, all claims for defective products and parts made in writing no later than eighteen (18) months after shipment. Defective items must be held for Seller's inspection and returned to the original f.o.b. point upon request. THE 'FOREGOING IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES WHATSOEVER, EXPRESS, IMPLIED AND STATUTORY, INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS.

B. Upon Buyer's submission of a claim as provided above and its substantiation, Seller shall at its option either (i) repair or replace its product, part or work at either the original f.o.b. point of delivery or at Seller's authorized service station nearest Buyer or (ii) refund an equitable portion of the purchase price.

C. This warranty is contingent upon Buyer's proper maintenance and care of Seller's products, and does not extend to normal wear and tear. Seller reserves the right to void warranty in event of Buyer's use of inappropriate materials in the course of repair or maintenance, or if Seller's products have been dismantled prior to submission to Seller for warranty inspection.

D. The foregoing is Seller's only obligation and Buyer's exclusive remedy for breach of warranty and is Buyer's exclusive remedy hereunder by way of breach of contract, tort, strict liability or otherwise. In no event shall Buyer be entitled to or Seller liable for incidental or consequential damages. Any action for breach of this agreement must be commenced within one (1) year after the cause of action has accrued.

