



RED ROOSTER

LIFTING

**LOW HEADROOM
AIR HOIST & TROLLEY
USER MANUAL**

MODEL - TMH-6000/2-LHR



FRONT COVER

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INTRODUCTION AND SPECIFICATION

Thank you for choosing the TMH pneumatic chain hoist.

Provided that the hoist is used and maintained in accordance with this manual it will afford you many years of reliable service.

Red Rooster hoists comply with the latest standards and are designed for safe and efficient operation.

Before installing the unit, please ensure that both the personnel responsible for installation, maintenance and operation are fully acquainted with the sections of this manual which are relevant to them.

This manual should be accessible at all times to the relevant person, in case of loss ask your dealer for a new copy.

Specification sheet gives full details of actual model supplied.

The nameplate fitted to the hoist gives the details to identify and gives further information on the hoist.

Notations: The following notations are used throughout this manual.



DANGER

Failure to follow this instruction may result in a dangerous occurrence or fatal injury



CAUTION

Failure to follow this instruction may result in premature wear of the hoist or a component part of the hoist

GETTING STARTED - UNPACKING & SPECIFICATION

1.1 UNPACKING THE HOIST

The hoist will have been packed into a cardboard box, crate or palletised (see weight details in specification). Handling of all models of hoist & trolley will require lifting equipment and shouldn't be moved by hand.

WHEN UNPACKING:

Ensure that both hoist and any ancillary equipment are recovered from the packaging. Small or delicate items may have been packed separately. Check the contents against the supplier's delivery note and advise the supplier immediately of any shortages.

Ensure that the hoist and ancillary equipment are undamaged. If the goods do not reach you in perfect condition, notify your supplier immediately of any damage. Do not proceed with installation if the goods are damaged. **⚠ DANGER**

Ensure that a certificate of Thorough Examination together with a UKCA or a CE Declaration of Conformity is included with the goods. Hand these to a 'responsible person' for safe keeping. Check that the identifying mark (serial number), the Safe Working Load (Rated Load) and that the UKCA or CE marking appears on the hoist or hoist and trolley.

SUPPLIER / MANUFACTURER ADDRESS	Red Rooster Lifting Ltd Nauta House, The Meadows Oldmeldrum, Aberdeenshire UK, AB51 0EZ	Red Rooster Lifting Ltd Unit 26 Kelvin Way Trading Estate Kelvin Way, West Bromwich West Midlands, U.K. B70 7TW
TEL NO	01651 872101	0121 525 4162
MODEL SERIAL NO	TMH-6000/2-LHR	
SWL	6 TONNE	
DATE OF PURCHASE		

NAME PLATES

The name plate gives important information which must be retained. Hoist serial number, SWL, model, air pressure, air flow, hoist rating, chain size, speed, year of manufacture and the manufacturers name and address.

UK Ex / ATEX - Explosive protection

In the UK the use of non-electrical equipment in a hazardous area is covered by 'Products Intended for use in Potentially Explosive Atmospheres 2016 (UK SI 2016 No 1107 as amended by UK SI 2019 No 696)

In Europe and several other parts of the world the use of non-Electrical equipment in a hazardous area is covered by the ATEX Directive 2014/34/EU.

The main standards covering both the UK Ex and ATEX are currently the same: BS EN 80079-36, BS EN 80079-37, BS EN 1127-1 and BS EN 1127-2.

Standard hoists are suitable for use in ZONE 2 Gas areas certified as Ex Group II 3 G Ex h IIB T4 Gc
Standard hoists are suitable for use in ZONE 22 Dust areas certified as Ex Group II 3 D Ex h IIIB T135°C Dc

With extra protection can be used in ZONE 1 Gas areas certified as Ex Group II 2 G Ex h IIB T4 Gb
With extra protection can be used in ZONE 21 Dust areas certified as Ex Group II 2 D Ex h IIIB T135°C Db

Further protection allows the hoist to work in ZONE 1 Gas areas certified as Ex Group II 2 G Ex h IIC T4 Gb
Further protection allows the hoist to work in ZONE 21 Dust areas certified as Ex Group II 2 D Ex h IIIC T135°C Db
(not suitable for TCR Mini or TCS range, IIC or IIIC areas)

The following models can also be rated for mining (Ex Group I M2 Ex h I Mb) – TCR-500 to TCR-2000/2 and TMH models. These hoists can be used according to Equipment Group I Category M2 where equipment is intended to be de-energised in the event of an explosive atmosphere.

The TCR-250, TCR-500/2, TCS-500 and TCS-980/2 models cannot be rated for mining.

CERTIFICATION

All new hoists are supplied with standard certification: Thorough Examination, EU or UKCA Declaration of Conformity, which can include either ATEX or UK Ex certification where required. Other documentation is available by agreement.

IN THE EVENT OF ANY PROBLEMS OR SHOULD YOU REQUIRE ASSISTANCE CONTACT THE SUPPLIER AS DETAILED ABOVE QUOTING THE HOIST MODEL AND SERIAL NUMBER.

PACKAGING MATERIALS SHOULD BE RECYCLED OR DISPOSED OF ACCORDING TO LOCAL REGULATIONS.

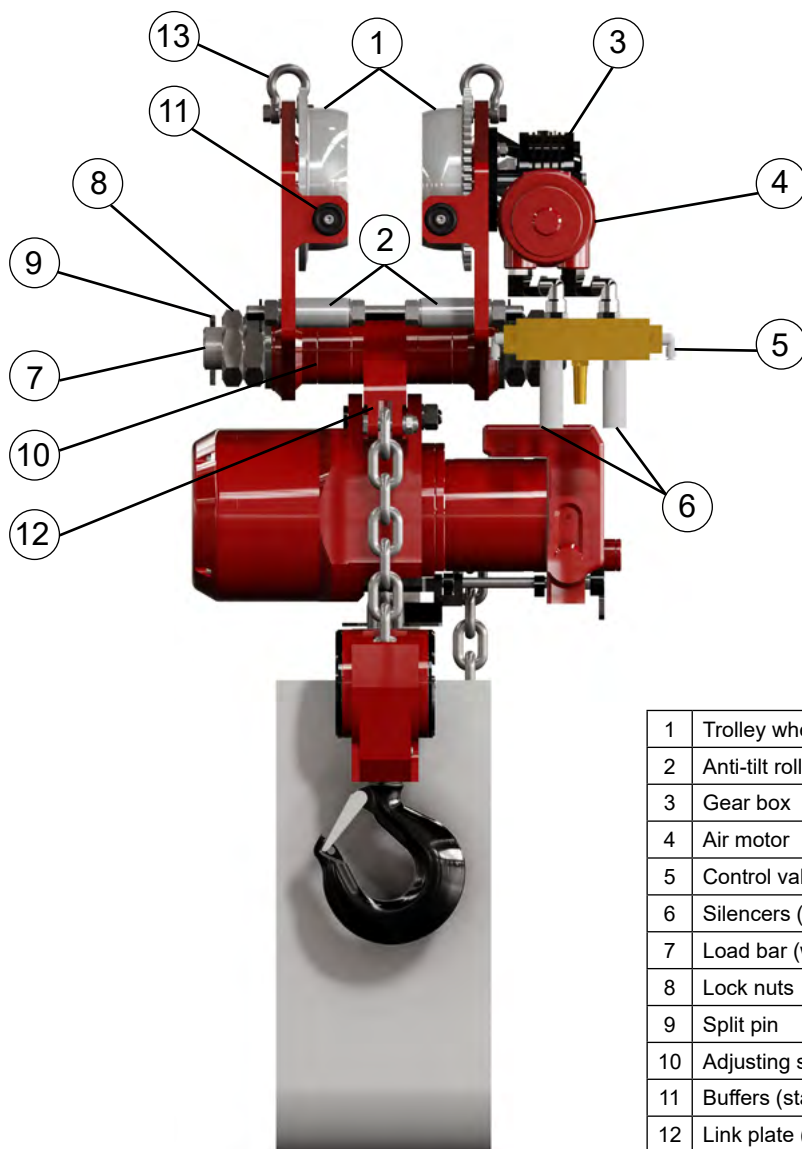
GETTING STARTED - OPERATION

1.2 OPERATION

Red Rooster pneumatic hoists and trolleys are designed for the lifting and lowering of loads within the capacity of the model selected. The range of hoists and trolleys can be UKCA, or CE marked and conform with 'Supply of Machinery (Safety) Regulations 2008 (As they apply to machinery being supplied in or into Great Britain from 1st January 2021) for UKCA marking and also the Machinery Directive 2006/42/EC for CE marking. At present both the UK and EU use the same standards with BS EN 14492-2 being the main standard for powered hoisting equipment.

Our range of hoists and trolleys are available as hook suspension units, trolley mounted, built into low headroom units and cranes. Nearly all hoist models are also available as Ex ZONE 1 or 2 hoists for use in hazardous areas, with corrosion protection, and can work in temperatures of -20°C to +60°C. When used outdoor or offshore hoists should be protected against the weather and examination and maintenance interval should be reduced.

Our hoists and trolleys are extremely robust being developed over many years in the harshest of environments and will require little maintenance if kept lubricated on a regular basis. Noise levels can be found in the technical specification and as motor lubricating oil is supplied through the filter lubricator fitted to the hoist there will be a small amount of oil escaping into the atmosphere through the exhaust air: this can be piped away or collected using an exhaust cleaner. In certain circumstances and temperatures there is a danger of icing of the motor and exhaust silencer. This can be prevented by using an anti-icing lubricant such as Silkair or by fitting a dryer to the air supply to remove moisture from the air supply. Some anti-icing oil may damage air hoses and the o-ring in the hoist valve. **⚠ CAUTION**



Images for illustration purposes only

1	Trolley wheels with sealed bearings (to suit flat or tapered beams)
2	Anti-tilt rollers (can be set to suit flange)
3	Gear box
4	Air motor
5	Control valve
6	Silencers (low noise levels)
7	Load bar (wide range to suit beam)
8	Lock nuts
9	Split pin
10	Adjusting spacers / washers (for easy adjustment)
11	Buffers (standard on UK Ex / ATEX units)
12	Link plate (to suit all Red Rooster hoists)
13	Lift points in side plates for shackles

GETTING STARTED - CHECKS BEFORE USE & HOSE SUPPORT BRACKET

1.3 CHECKS BEFORE USE

These checks should be carried out during installation and on a frequent and regular basis thereafter. If the hoist is used daily then it is recommended that they are carried out daily as the checks take only minutes to complete and not only help avoid repair bills but significantly reduce the possibility of an accident or dangerous occurrence. Thoroughly examine the equipment prior to installation to ensure that no damage has occurred during transit. Hoists and trolleys should not be altered in any way without contacting Red Rooster for clearance, as this may affect the certification of the unit.

AIR SUPPLY CHECKS:

- Inlet pressure: 4 to 6 bar (there will be pressure losses across the air set and on long hoses) The supply pressure should not exceed 7 bar as this may affect the load limiter.
- Air flow: Check air flow requirement and minimum hose diameter also check that small bore fittings are not strangling the air flow.
- Keep the lubricator topped up with a light turbine oil (ISOVG3256).
- The filter should be checked regularly and manual units drained of water as required.
- **THE AIR HOSE SHOULD BE SUPPORTED SO THAT THE WEIGHT OF HOSE IS NOT HANGING FROM THE AIR SET AND FITTINGS. THE AIR SET IS NOT DESIGNED TO SUPPORT THE WEIGHT OF THE HOSE. SEE PAGES 7 AND 12 IF A HOSE SUPPORT BRACKET AND MANIFOLD IS FITTED TO THE HOIST.**
- The air supply should be clean and relatively dry. Where the compressor produces a lot of water action should be taken to remove the excess water.
- Check air connection size and type are compatible.
- Check security of air hose connection.

AIR SUPPLY CONNECTION:

Every installation is different, so the correct method of supporting the air hose should be reviewed while installing the hoist. This needs to take into account the weight and size of the hose, obstructions both at deck and hoist level, connections, operating conditions and any likely movement of the hoist and air hose.

The fittings and filter lubricator are not designed to take the weight of the hose.

If the air supply hose length is over 10 metres the hose ID should be increased to the next size.

AIR SUPPLY:

Vane type air motors are designed to function using clean, dry, lubricated air. The installation of an 'in line' air service unit although essential cannot in itself compensate for serious contamination in the air supply. When operating the compressor in moist (humid) or dusty atmospheres seek the advice of your compressor supplier with regard to the fitting of a dryer and filter. **⚠ CAUTION**

AIR PRESSURE:

The hoist is designed to operate best in the pressure range of 5 to 6 bar (72 to 90 p.s.i). The speeds quoted on the manufacturer's literature are obtainable only at 6 bar (90 p.s.i) inlet pressure. The hoist will operate at much reduced speed at pressures below this figure.

AIR FLOW:

Refer to the hoist data sheet, to select the hose diameter which ensures adequate air flow. Failure to provide adequate airflow will result in a pressure drop in the supply line and cause the hoist to stall and the brake to apply until the pressure increases. In addition, the brake will not release cleanly and will overheat. (Although not in itself a hazard [the brake will fail safe] it may prove frustrating to the operator and a hazard may arise as a consequence.) **⚠ CAUTION**

HOSE SUPPORT BRACKET:

Where a hose support bracket and manifold have been fitted to the hoist to take the weight of an air supply hose, several checks must be done.

- Check the hose hangs freely and does not interfere with the hoist chain.
- Check the hose is clear of the load to be lifted.
- Check the pendant hose is not obstructed by the air supply hose.
- Check the air hose is supported by the hose clamp / former / festoon system.



DANGER

- DO use exclusively correctly rated and certified pneumatic hoses and fittings in the air supply line.
- DO support the air line up to the hoist, as the fitting and filter / lubricator are not designed to take a load and may not support the weight of the hose.
- DO maintain the internal diameter (as per the table throughout the supply length) or reduce from the larger diameter to the smaller diameter in the direction of the hoist.
- DON'T use hydraulic fittings. These often have a reduced orifice size resulting in a down line drop in air pressure.
- DON'T increase from smaller to larger diameter or insert a length of smaller diameter hose in the supply line as this will result in reduced flow and pressure.
- DON'T create low points in the air supply line where water may be trapped (or if unavoidable install a drain tap).
- DON'T rely on pneumatic fittings to support airlines; they are not designed for this purpose.
- DON'T shorten the pendant by forming a loop or a coil. This will prevent the strainer wire from supporting the pendant and will cause the hoses to become detached or kinked.

GETTING STARTED - INSTALLATION & TECHNICAL CHARACTERISTICS

1.4 HOIST ASSEMBLY

Normally our hoist or hoist and trolleys will arrive complete ready to be fitted into position, but sometimes for transportation it may be necessary to disconnect the chain collector, trolley or the pendant control system.

- Chain collectors will be supplied with the necessary bolts and fittings to assemble on site along with any safety slings as shown in section 1.8 and chain collectors in section 7.4.
- Due to the size of some trolleys it is easier to ship split from the hoist, the trolley GA drawings show the load bar and top eye details for refitting and the control and supply air lines are numbered or colour coded for re-connection.
- When lifting into position either use the lifting points on the hoist or hoist and trolley, if the hoist does not have lifting points fitted securely fit slings to the body of the hoist or use the top hook if possible. Do not lift by the controls, valves, or the air set.



DANGER

MOUNTING THE HOIST

The air hoist is designed as a LIFTING MACHINE and as such is designed exclusively for the lifting loads vertically. Non vertical lifting will result in premature wear of the chain and chain guide and may result in damage to the limit arms or a failure of the limit arms to operate. The trolley is designed to move loads along a runway beam or swing jib. It must be correctly adjusted for the flange width and thickness.

- Site the hoist immediately above the load which is to be lifted.
- Ensure that the point from which the hoist is suspended has been designed and tested to at least the same safe working load as the hoist itself.
- Ensure that the suspension point or shackle fits snugly into the bowl of the hoist top hook and that the safety catch closes to prevent escape.
- Use only certified lifting gear with a SWL in excess of the load to be lifted to connect to the load itself.
- Ensure that the lifting gear fits snugly into the bowl of the hoist bottom hook and that the safety catch closes to prevent escape.
- Ensure that the control length (pendant or cords) is adequate to allow the operator to stand away from the load, in a safe and secure position with the cords or pendant at waist height.

TROLLEY ASSEMBLY

- Thoroughly examine the equipment prior to installation to ensure that no damage has occurred during transit,.
- Check the wheel profile matches the beam.
- Never use a damaged trolley.
- Match the trolley to the SWL of the beam and the type of hoist to be fitted.
- Check the load bar nuts are tight and the link plate in the centre of the load bar.
- Trolleys should be cleaned in a dry clean area.
- Do not side load the trolley.

TROLLEY CHECKS

The contents of this section are designed for the guidance of personnel using push or geared trolleys.

- Ensure that the trolley is set to the correct size for the beam.
- Ensure the runway is fitted with adequate end stops.
- Ensure the runway load path is clear of obstructions.
- Ensure that the trolley tie bars are correctly secured.

GETTING STARTED - INSTALLATION & TECHNICAL CHARACTERISTICS

1.4 CLOSE HEADROOM WORKING

The lower hook of the TMH hoist includes a swivel arrangement. This allows the load to turn without twisting the chain. However, when repeatedly handling loads with the bottom hook close to the hoist, especially when rotation of the load is prevented, there is tendency for the chain to attempt to enter the guide at an angle. This is particularly pronounced on two fall units. If this problem is noticed when doing a trial lift, a high quality ball bearing swivel should be mounted below the bottom hook of the hoist.

CHAIN COLLECTORS

If the hoist has been supplied with a chain collector bag or bucket, and the chain has been stored within it during shipment, remove all the chain from the collector by hand, and remove any knots or twists.
In all cases carefully feed the chain over the load wheel allowing it to fill the collector without any interference as it emerges from the wheel. This way the collector will fill normally. If the chain within the collector is disturbed great care must be taken the next time that the chain is fed out of the collector to ensure that it is not twisted or knotted. Chain bags and buckets are fitted with one or two brackets depending on the model and HOL of the hoist. ⚠ **DANGER** See additional instructions (Section 6) for large collectors.

1.5 TECHNICAL CHARACTERISTICS

The WLL of the hoist and trolley will be marked on the hoist / trolley name plate and also in the hoist specification supplied.
The reactions on the powered hoist on the support, runway beam or crane should have been taken into account in the design of the structure. The structure should be at least 25% stronger than when using manual equipment due to the shock loading applied by the operational speeds and the starting and stopping of the hoist.

All Red Rooster hoists are fitted with the following safety features

- Overload limiter
- Upper and lower mechanically operated travel limits. These are ultimate stops and should not be used to stop the hoist on a regular basis.
- The disc brake is spring applied so when the controls are not operated or in the event of loss of air supply the brake is applied holding the load in position.
- On pendant controlled hoists an emergency stop button is fitted which connects to a normally open valve either located in the hoist valve chamber or connected to the hoist. When the emergency stop button is pushed or if the air supply to the hoist is cut off then the valve will close stopping the hoist.
- Red Rooster hoists have a 5:1 factor of safety.



GETTING STARTED - HOIST CHECKS

1.6 HOIST CHECKS BEFORE USE

HOIST CHECKS (AIR SUPPLY OFF)

- Hook swivels satisfactorily and the safety catches work correctly.
- Load chain is undamaged and lubricated (light mineral oil).
- The load chain is not twisted through (two fall or more models) and that the load chain passed through the limit lever (All models).
- The load chain anchor is sound (both live and slack end).
- Check for damage to the hoist, pendant and control lines.
- Do not operated below -10°C or above 70°C without contacting Red Rooster. (The hoist can be used down to -20°C with small modifications)

HOIST CHECKS (AIR SUPPLY ON)

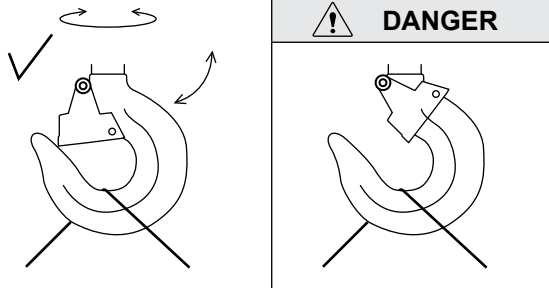
- The pendant buttons, levers or cords should be smooth to operate and return to neutral when released (hoist stops and does not run on).
- The hoist is run up and down on a regular basis. Where hoists are hanging in a dry and protected area they should be run weekly, where the hoist is outside and not protected it should be checked, lubricated and run daily.
- The emergency stop button / valve operates immediately.
- Upper and lower limit switches / levers work satisfactorily.
- Load chains run smoothly over the pocket wheel.
- The load chain should be examined periodically for cracks, gouges and wear.
- Chain collectors should be checked for security and chain capacity.
- Check chain runs in and out of the chain collector smoothly.
- For hoists with a long drop of chain or a large chain collector a separate suspension point may be required (see section 1.8).
- Cord control hoists should have the toggles marked for raise and lower.
- On cord controls check the spool valve returns to neutral and the hoist stops when the cord is released. (hoist stops and does not run on).
- Check the silencer is not partially blocked by comparing the running speed without load against the speed in the manual. ⚠ **DANGER**

NEVER RELEASE THE EMERGENCY STOP BUTTON UNTIL IT IS SAFE TO DO SO

Hoist swivels satisfactorily.

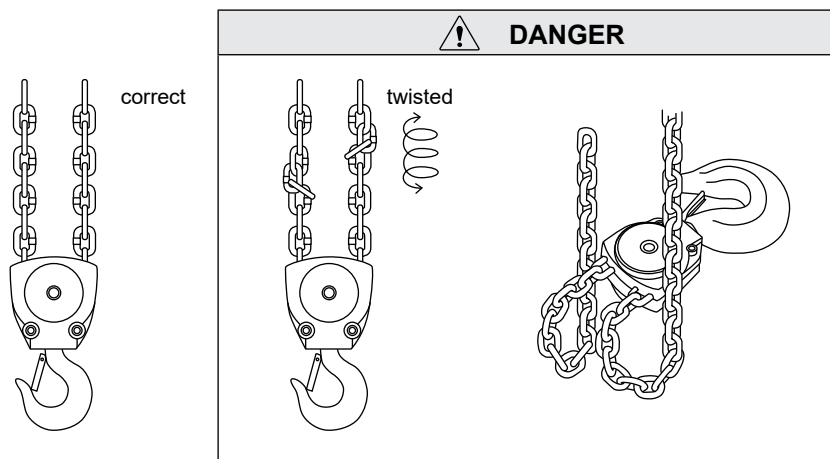
Hoist safety claws functional and undamaged.

Safety claw



Chain undamaged

Chain not twisted through (two fall models see sketch)



GETTING STARTED - HOIST CHECKS & INSTALLATION INSTRUCTIONS

1.7 HOIST CONTROLS

Air hoists can be controlled by either a pull cord or a pendant control operating the spool valve of the hoist operating raise and lower. The diagram at the bottom of this page shows the set up for both types of control and the location on the hoist body.

Cord or pendant hose lengths should be long enough for the operator to stand away from under the load but still with the cord toggles or the pendant suspended at a height of around 1 metre from the operating level. Where the controls have to be to the side of the hoist or where the operator cannot see the load travelling the full range of the lift a banksman should be appointed to assist the operator using a reliable means of communication.

1.8 ADDITIONAL INSTALLATION INSTRUCTIONS

Hook suspension with long chain drops.

Problem:

When a long heavy chain is fitted, and the 'raise' is pressed with the hoist in an unloaded condition, due to the centre line of the hoist having been affected by the weight of chain, the upper limit switch, may fail to operate. In addition, the slack load chain may on some modules foul the limit lever arms, thus preventing it from returning to the centre (neutral position).

Resolution:

A short length of wire rope, 6mm diameter, is fitted to the hoists and bulldog grips have been supplied.

Suspend the hoist in its final location and with as much chain as possible in use. Apply a small load to the hoist and lift it clear of the ground.

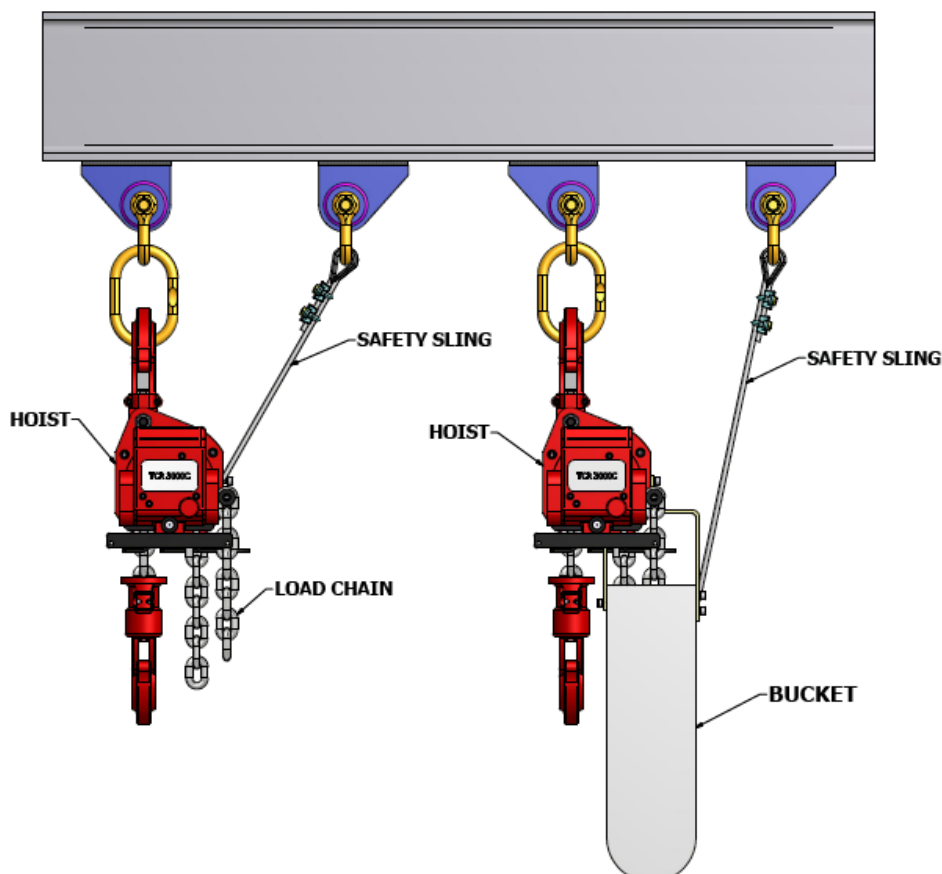
Connect the wire rope sling to the support steel alongside the top hook using bulldog grips.

The tension in this sling should be enough to counteract most of the weight of the slack chain produced in the fully raised position, but it must not be tensioned such that it is carrying any of the load supported by the hoist. i.e. if fitted correctly, in an unloaded condition, the sling will be tensioned with the hoist ALMOST in the vertical position. When the load is applied, the tension in the sling will be slack.

Trolley Resolution:

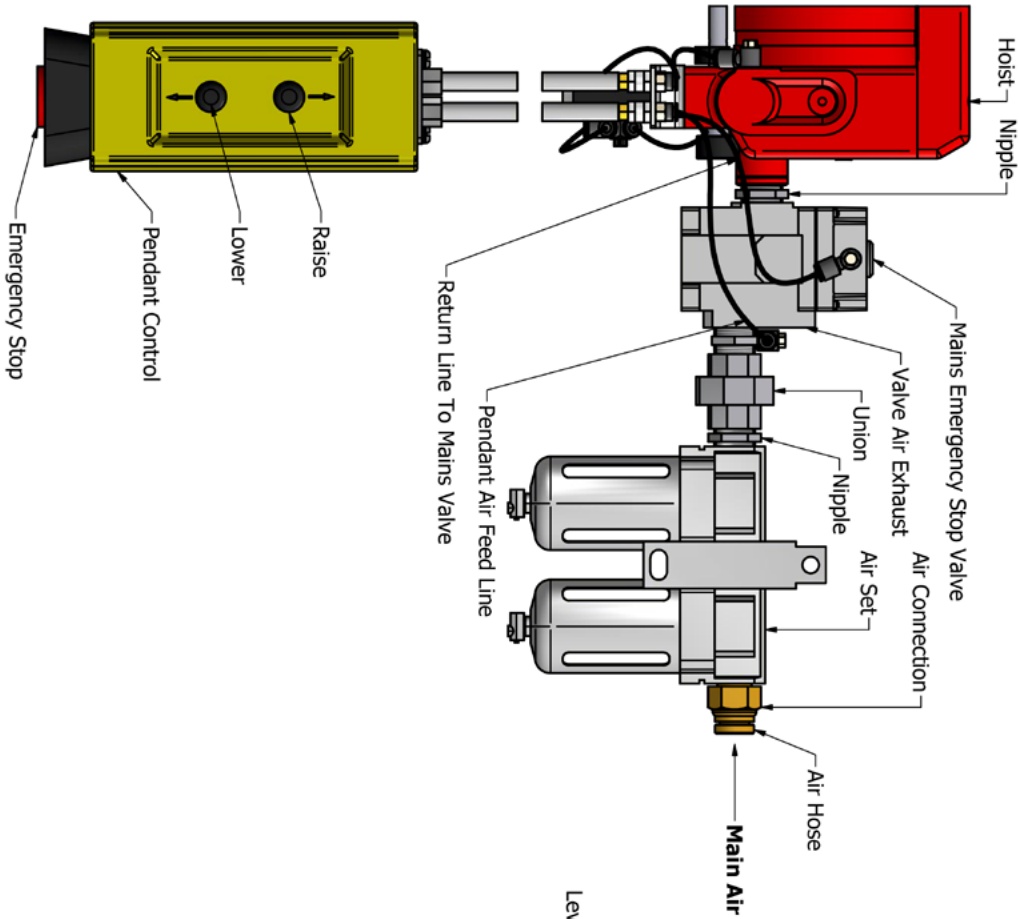
When a hoist and trolley are fitted with heavy chain or a long drop, a second push trolley can be used in the same way to support the weight.

THE SLING IS NOT CAPABLE OF HOLDING THE LOADS CARRIED BY THE HOIST

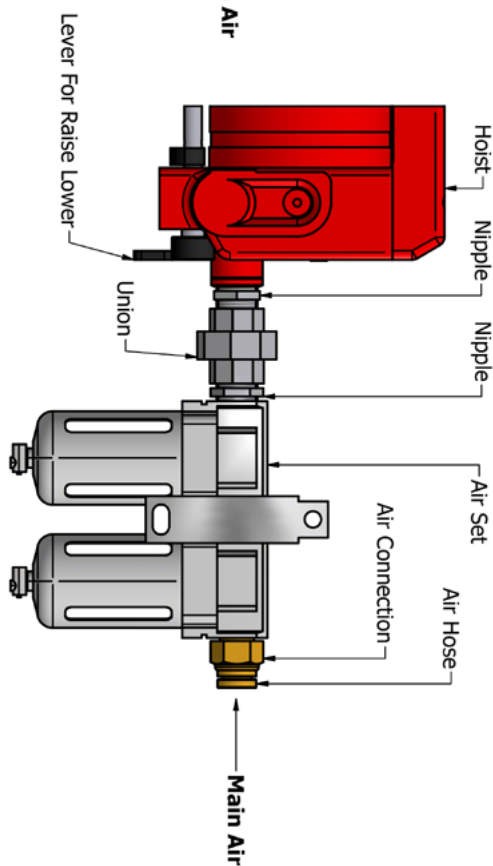


GETTING STARTED

**STANDARD HOSE CONNECTION
PENDANT CONTROL OR
HOIST WITH EXTERNAL
EMERGENCY STOP VALVE**



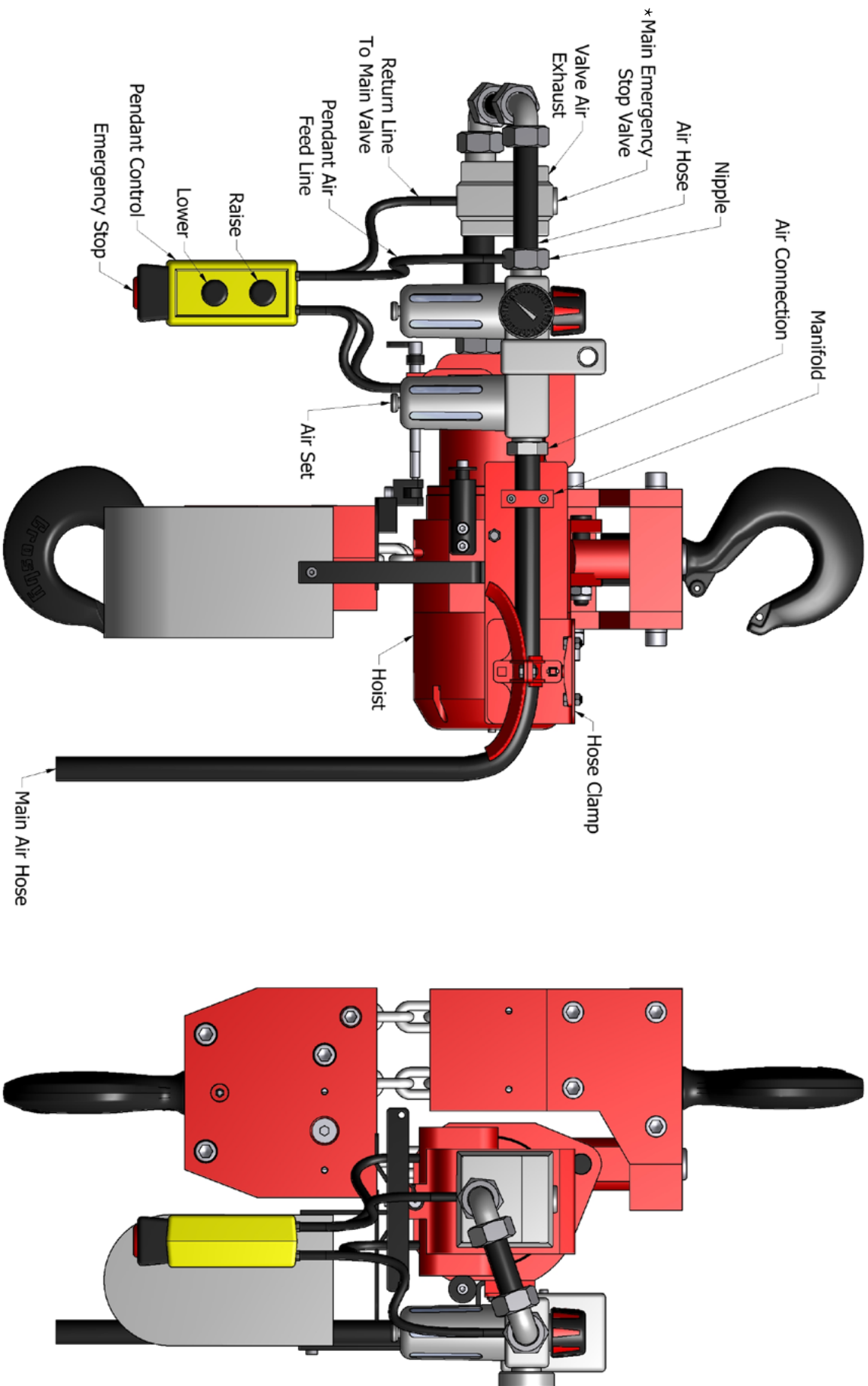
**STANDARD HOSE CONNECTION
CORD CONTROL OR
HOIST WITH INTERNAL
EMERGENCY STOP VALVE**





GETTING STARTED

Air Hose Connection with Hose Clamp and Manifold



* Some hoists are fitted with internal emergency stop valves
 ** The hose clamp can also be fitted to the trolley side plate.

GETTING STARTED - INSTALLING THE HOIST & TROLLEY

- 1.9 RRL trolleys can be plain (non-powered), hand chain (geared) or powered (pneumatic) Hoists can be hook-mounted to the suspension shaft of the trolley, or rigidly mounted to a trolley hanger bracket.

This trolley has been designed for horizontally transporting loads by hand, through manual or pneumatic hoists under normal atmospheric conditions of the work place.

In order to ensure the maximum performance and life from this pneumatic trolley it is essential that the following points are strictly observed.

- The trolley air motor may be operated in any attitude provided adequate lubrication is supplied.
Being totally enclosed they can be used in any environment within the temperature limits of -10°C to +50°C.
(optional parts -20°C to +60°C)
- The maximum working pressure for the air motor is 7 bar (100psi)
- Be sure to adjust the anti-tilt rollers to the highest position possible in the slot to leave the minimum clearance between the underside of the beam and the top of the roller.
- Axial loads should be kept to a minimum.
- Care should be taken when fitting drive components to the shaft, that excessive force is **not used**.
This will upset the rotor alignment which has been kept to a minimum in order to give high motor performance.
- Check the drive pinion / geared wheels are greased.

OPERATION

Plain Trolley	The trolley movement is controlled by pushing the load or the hook of the attached hoist.
Geared Trolley	Face the hand wheel side of the trolley. To move left, pull hand chain clockwise. To move right, pull hand chain counterclockwise,
Pneumatic Trolley	The trolley direction is controlled by the pendant buttons or levers. Face the trolley motor side plate and use the white or black arrows to control the pendant. The emergency stop buttons stops the trolley.

Trolleys are either delivered assembled for the beam size advised, or assembling but require to be adjusted to the correct beam size.

The lifting points at the top of the trolley above the gearbox should be used for lifting the hoist and trolley into place. Care must be taken not to allow the unit to swing, as the gearbox flange can be damaged and broken if it is allowed to impact against steelwork etc. If contact is made, the flange should be inspected and removed from service for repair.

MOUNTING

Make certain the hoist is properly installed. A little extra time and effort in doing so can contribute a lot toward preventing accidents or injuries and will help achieve the best service possible.

When installing a trolley on a beam, measure the beam flange width and temporarily install the trolley to determine the exact distribution and arrangement of the spacers.

HOOK MOUNTED HOIST

After final trolley installation place hook over suspension shaft or eye. Make sure hook latch is engaged.

If the hoist is suspended by a top hook, the trolley suspension shaft should rest completely within the saddle of the hook and be centred directly between the side plates.

RIGID / EYE MOUNTED HOIST

Mount hoist to trolley and temporarily install on beam to determine exact distribution of spacers to centre the top eye.

After installation, operate trolley over entire length of beam with a capacity load suspended 10 to 15cm off the floor.

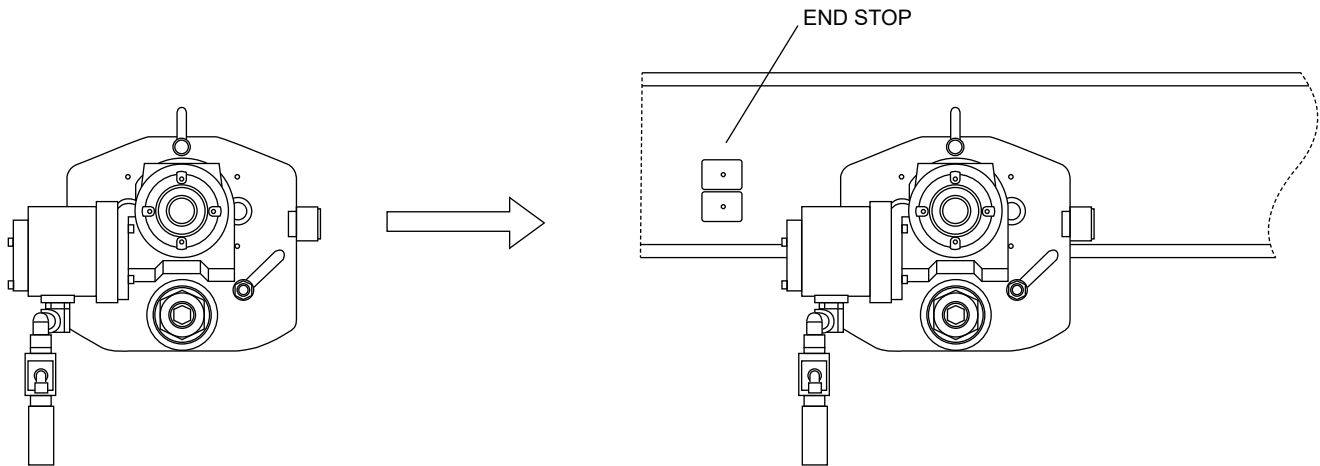
GETTING STARTED - INSTALLING THE HOIST & TROLLEY

1.9 FITTING TROLLEYS IN LOCATION

MOUNTING FROM THE RAIL END

Air trolleys can either be fitted to the runway beam or swing jib in two ways.

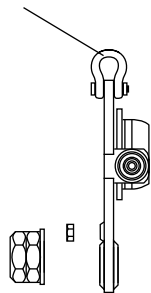
- 1) By removing the end stop from the beam and sliding the trolley which is already set for the flange size on to the beam and then re-fitting the end stop.



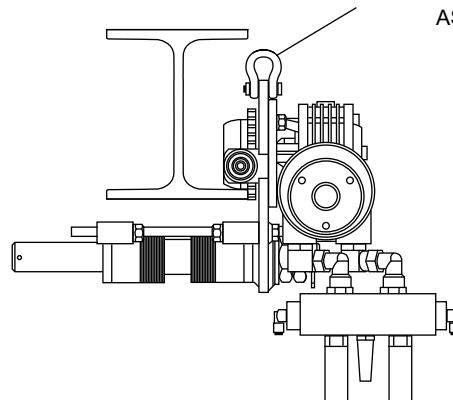
MOUNTING BY DISASSEMBLING THE MAIN TROLLEY BODY

- 2) By opening the trolley up so that the inner part of the wheels will pass over the beam flange and then sliding the trolley side plates back along the shaft, refitting the spacers, washers and nuts and then tighten up the nuts and check the wheel setting. Be sure to firmly support the parts during reassembly from the bottom side so that the side-plates are not twisted or otherwise shifted. On completion of reassembly, be sure to confirm that various shafts, nuts, lock pins and split pins are properly fastened without any slack and have not been loosened.

PLAIN SIDE PLATE
ASSEMBLY

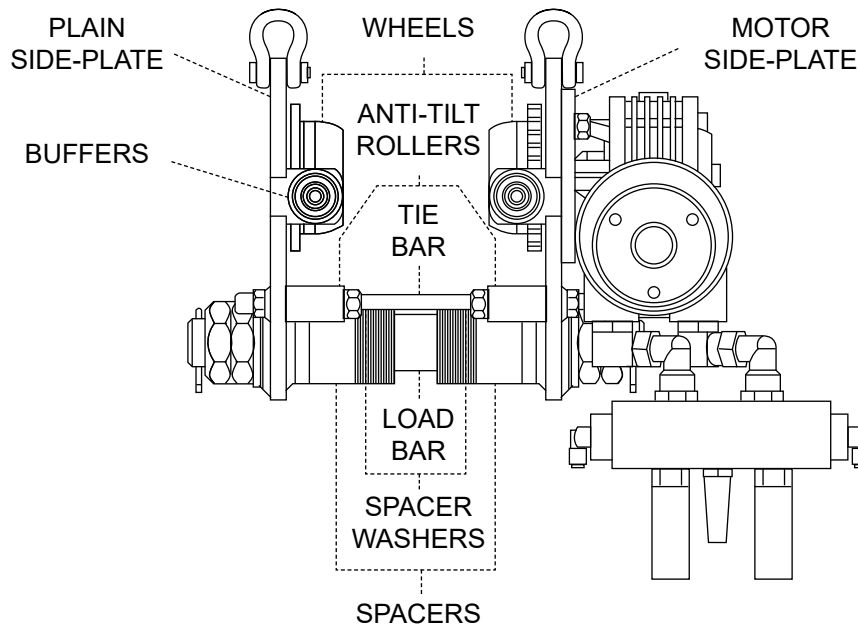


MOTOR SIDE PLATE
ASSEMBLY



GETTING STARTED - INSTALLING THE HOIST & TROLLEY

1.9



SETTING THE TROLLEY (up to 3 tonne)

- 1) Slide the hook receiving part or link plate near the suspended shaft centre and grease the shaft.
- 2) Distribute the spacer rings and adjusting collars equally to either side of the link plate, in order to obtain the dimensions between the wheels, corresponding to the beam width plus 2 or 3mm.
- 3) Distribute on each side of the side plates, washers and adjusting collars that are remaining and screw a nut on each extremity.
- 4) Tighten the nuts and lock nuts on the load bar and check the clearance between the beam flange and the wheel flange.
- 5) Position the tie-rods, anti-tilt rollers, washers and nuts into the slots in each of the side plates. Set to give the minimum amount of clearance between the underside of the beam and the top of the anti-tilt roller. Then tighten the nut against the roller and side plate and re-check the wheel setting.

SETTING THE TROLLEY (over 3 tonne)

- 1) For trolleys with capacities greater than 3 tonnes, verify that the dimension between the wheel flanges is correct (beam width plus 3 or 4mm), if not adjust the number of washers and spacers between the side plates to obtain the required dimension, by distributing the spacers and washers equally to each side of the link.
- 2) Loosen the suspended shaft nuts and the connecting tie rod nuts, to separate the side plates enough to be able to put the trolley onto the beam.
- 3) Tighten the nuts and lock nuts on the load bar and check the clearance between the beam flange and the wheel flange.
- 4) Position the anti-tilt rollers, tie rods and nuts in the slots provided in the side plate to give the minimum clearance between the underside of the beam and the trolley wheel. Then tighten the nuts against the roller on the inside of the trolley side plate, making sure that the side plates are not bent. When this is done re-check the wheel setting.

GETTING STARTED - INSTALLING THE HOIST & TROLLEY

1.9

DANGER

TROLLEY CHECKS

- Ensure the runway beam is fitted with adequate end stops which strike the buffer/anti-drop plate on the trolley.
- Ensure the runway load path is clear of obstructions, flat and in good condition.
- Ensure the teeth from the pinion fit correctly into the rack on the beam (if fitted)
- The air supply hose should not be suspended from the hoist without support. Where feasible, a taut wire or a festoon system should be fitted to allow the hose to run along the beam, without loading the air set or fittings.
- The hoist connection plate should be in the centre of the load bar with an equal amount of spacers each side.
- When a trolley has been opened/split for adjusting or fitting, the load bar and tie bar nut should be re-tightened.
- The trolley side plates should be parallel to the beam flange when the nuts are tight .
- Do not use the beam end stops to stop the trolley on a regular basis. It is a safety measure.

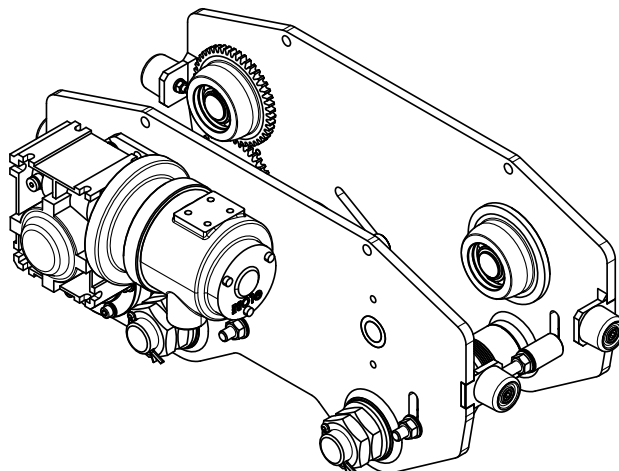
DANGER **CAUTION**

- DO use exclusively correctly rated pneumatic hoses and fittings in the air supply line.
- DO maintain the internal diameter (as per the table throughout the supply length) or reduce from the larger diameter to the smaller diameter in the direction of the hoist.
- DO support the airline up to the hoist, as the fittings and filter/lubricator are not designed to take a load and may not support the weight of the hose.
- DON'T use hydraulic fittings as these tend to have a reduced orifice size resulting in a down line drop in air pressure.
- DON'T increase from smaller to larger diameter or insert a length of smaller diameter hose in the supply line as this will result in reduced flow and pressure.
- DON'T create low points in the air supply line where water may be trapped (or if unavoidable install a drain tap)
- DON'T shorten the pendant by forming a loop or coil. This will prevent the strainer wire from supporting the pendant and will cause the hoses to become detached or kinked.
- DON'T allow the air hose to hang from the air set. Neither the air set or fittings are designed to take the weight of the hose.

OPERATION - LOW HEADROOM & ULTRA LOW HEADROOM TROLLEY

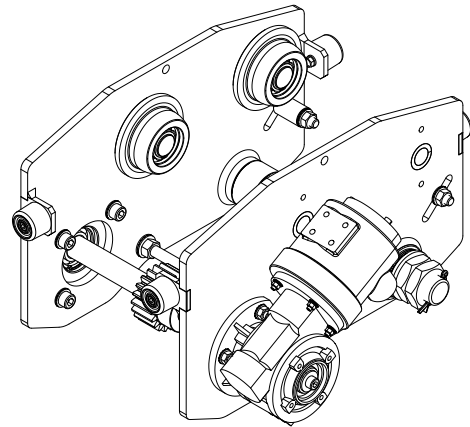
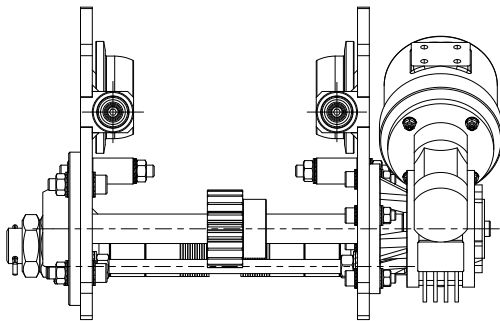
1.9

- The LHR and ULHR trolley should only be used on straight runway beams. Special units are available for curved beams designed to suit the radius.
- LHR and ULHR trolleys are usually designed for a set beam size but can be made adjustable if required.
- LHR and ULHR units are available as standard or UK Ex / ATEX versions and with our in-house design team special units can be manufactured to suit your requirements.
- LHR units are also available as articulated units or with rack and pinion drive or beam brake.



ASSEMBLY AND INSTALLATION - RACK & PINION TROLLEY

- 1.10
- The fitting of a rack and pinion trolleys is very similar to a standard air trolley with the addition of the pinion adjustment to mesh with the rack on the runway beam or swing jib.
 - The four bolts on the driven and non-driven adjusting plates should be slackened to allow the plates to drop down to the maximum rack clearance.
 - Fit the trolley on to the beam as per the standard instructions.
 - Push the adjusting plates up so that the pinion meshes with the rack on the beam, the lower down by 1 to 1.5mm.
 - Slightly tighten the four bolts on both adjusting plates.
 - Check the pinion shaft is parallel with the beam flange and adjust if necessary.
 - Tighten up the eight bolts
 - Check the clearance has not changed between the pinion and the rack.
 - Function test with a load.
 - Re-check the security of all nuts and bolts on the trolley.



ASSEMBLY AND INSTALLATION - BEAM BRAKE TROLLEY

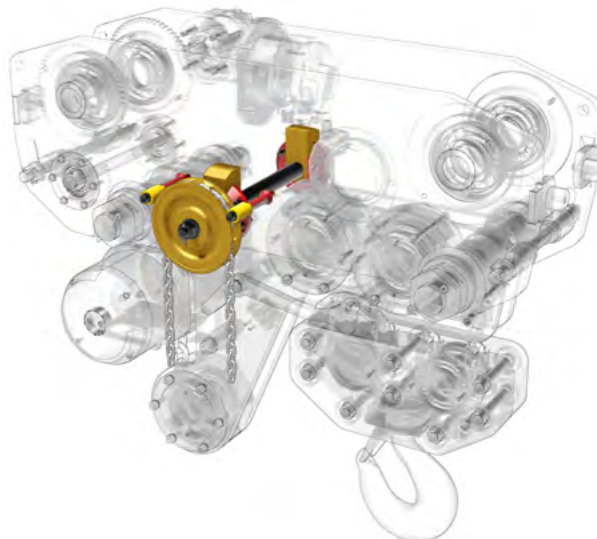
(See standard trolley installation instructions)

Air and geared trolleys fitted with a beam brakes are manufactured to fit only the size of beam flange they are designed for. If they have to be moved to another beam then a new beam brake shaft would be required.

Trolleys can either be air powered or gear travel and are based on a standard trolley fitted with blocks or pads to lock the trolley in location when the chain wheel is turned. The chain is then turned the other way to release the trolley.

Fitting of a trolley with a beam brake should be done from the end of the beam with the end stops removed for fitting. It can be difficult to open up the trolley to fit over the beam and then close up again while suspended.

Check operation of beam brake when locked in position. Close beam brake and then try pulling the geared drive chain checking that the trolley does not move.



ASSEMBLY AND INSTALLATION - LHR, ULHR & ARTICULATED TROLLEY

- 1.10
- The fitting of an articulated trolley will depend on the design of the power transfer between the trolley drive wheels. This can either be with a motor gearbox at one side with a transfer shaft across to the geared wheel on the plain side plate or the trolley can have a motor gearbox on both side plates to drive the trolley.
 - The fitting of the trolley on to the beam can either be from the end of the beam or the trolley can be opened up to fit over the beam flange.

MOUNTING FROM THE END OF THE RUNWAY BEAM

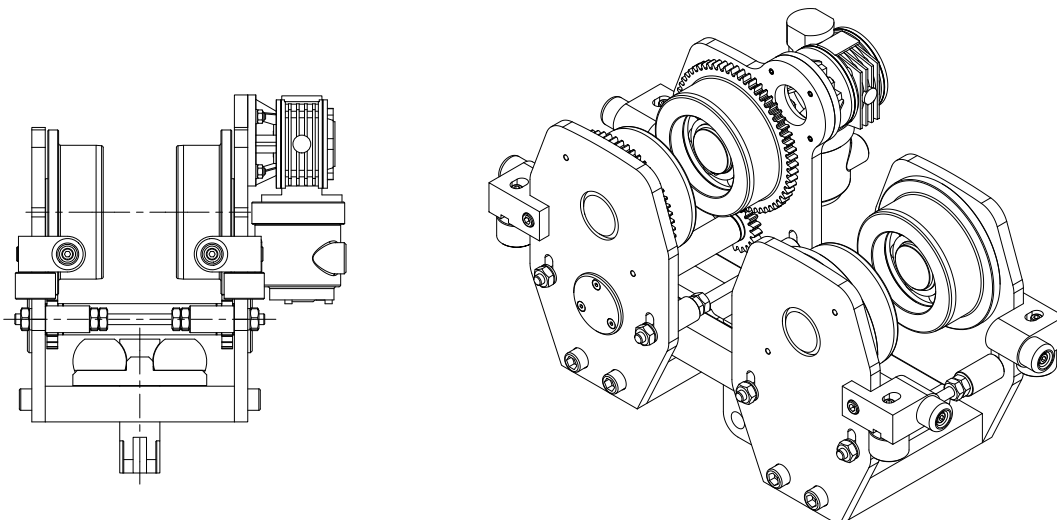
- Check the trolley wheel setting against the runway beam flange size (the setting should be as per the standard trolley setting)
- Remove the runway beam end stop and slide the assembled trolley on to the runway beam past the position for the end stop and then re-fit the end stop
- Check the wheel setting and connect the air supply then function check the trolley without load along the straight and curved sections of the runway beam.
- If the trolley runs along the working area without problem lift the SWL for the hoist and trolley and travel along the runway beam checking for any problems travelling around the curves and over joints.

MOUNTING BY DISMANTLING THE MAIN TROLLEY BODY (TRANSFER SHAFT) - CAUTION

- If the trolley is fitted with a transfer shaft and the load bars are made for a set size, several parts such as the transfer shaft, gears, and bolts will have to be removed at ground level when opening the trolley and then refitted when the trolley side plates are positioned at either side of the runway beam.
- Position one or two hoists at either side of the runway beam, connect the bottom hooks the lifting points on the trolley side plates and lift the trolley side plates up to a position where the trolley wheels are level with the beam flange.
- While holding the transfer shaft and load bars in position close the plain side plate on to the beam lining up the transfer shaft gears and load bars. Check the security of the shafts, load bars and tie bars.
- Carry out checks and function tests as per item 1

MOUNTING BY DISMANTLING THE MAIN TROLLEY BODY (DUAL MOTORS)

- Where dual air motor are mounted on two trolley side plates this allows for the trolleys to be easily opened up at ground level, lifted up and then closed on to the beam flange.
- Check trolley flange setting matches the runway beam flange
- Position the hoist and trolley under the beam where the hoists is to be installed
- Position two or four hoists above the runway beam and connect the bottom hooks to the lifting points on the trolley side plates.
- Slacken the load bar and tie bar nuts so that the side plates can slide apart, then check the opening between the inside of wheels is wide enough to go past the beam flange.
- Keeping the trolley level lift the trolley wheels up to the level of the beam flange.
- Next push the trolley side plates together, then tighten the nuts on the load bar and tie bars, check all parts are secure.
- Check the trolley wheel setting on the beam (as per standard trolley) and then connect the air supply and function test the trolley without load along the full length of the curved and straight sections of the runway beam.
- Next with the SWL of the hoist and trolley run the trolley along the runway beam checking movement around any curved sections and over joints.



LUBRICATION

2.1

Item	Oil Type	Frequency
Lubricator Unit Main Air Supply	Atlub Medium to light turbine oil ISO VG 32-56 Or any quality airline lubricant (See note 1)	10 to 15 drops per minute Do not allow lubricator to run out of oil
Load Chain	Normal industrial - any light mineral oil Clean areas - wax based, semi setting Food industry - suitable vegetable oil (See note 2)	Weekly / monthly subject to environment / use
Limit Lever Linkages and Anchor pins	No. 2 grease	Monthly or more frequently in aggressive environments
Gearbox (Hoist)	High temperature EP2 grease	Only at major overhaul
Gearbox (Trolley)	Grade VG220	Only at major overhaul
Trolley Drive Pinion	No. 2 Grease	Monthly or more frequently in aggressive environments

Note 1

In all cases oil will be expelled from the hoist and trolley exhaust. The amount discharged is proportional to the delivery rate of the lubricator. In environments where oil in the exhaust cannot be tolerated, the exhaust can be piped away to a safe area, but this requires specialist modification of the hoist (See air service equipment) - CONSULT YOUR DEALER. ⚠ **CAUTION**

Note 2

All Red Rooster hoist chain must be lubricated to prevent wear. ⚠ **DANGER**

Keeping load chain clean and lubricated will greatly increase the lifetime of the chain and prevent costly replacement. Very little lubricant is needed and can be easily applied to the chain by cloth, brush or spray.

Note 3

Geared wheels (air + geared trolley only) - Lubricate exposed trolley drive pinion and wheel teeth. Brush with grease as often as necessary to keep teeth liberally covered. If the grease becomes contaminated with sand, dirt or other worn materials, remove old greases and replace with new grease (standard grease) during monthly or annual inspection. Temperature range of standard grease is -10°C to +50°C. If the trolley is used at temperature below -10°C or above +50°C, consult Red Rooster since some parts shall be changed.

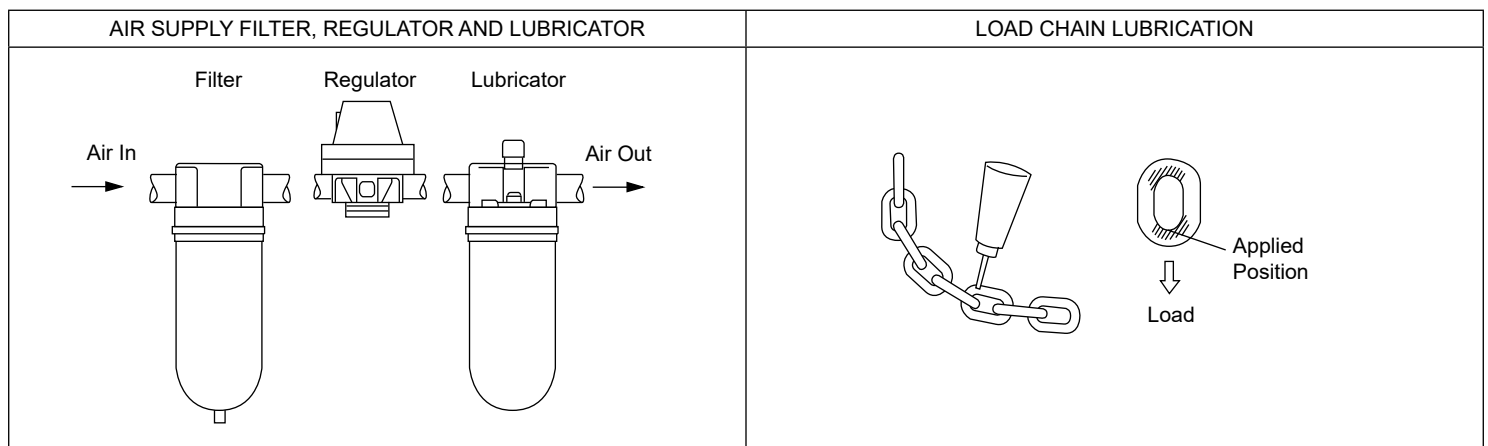
Note 4

Trolley wheel bearings do not need to be lubricated and must be replaced if worn or damaged. Hand chain, used on geared trolleys, does not normally require lubrication.

In areas of high corrosion, plated chain can be used along with special lubricants to prevent corrosion from sea water and spray. Chains used in these areas should be re-lubricated on a regular basis.

NEVER use heavy grease or bitumen based products to lubricate the chain as these will foul the chain guide, idler and load wheels and bearings. ⚠ **DANGER**

Remove dust and water drops on the Load Chain and then apply lubricant. Application of lubrication influences on the life of the Load Chain considerably. Apply the lubricant sufficiently.



SAFE OPERATION - AIR HOIST & TROLLEY

- 3.1 The contents of this section are designed for the guidance of personnel using the hoist. For the most part, they are 'common sense' procedures. Most dangerous occurrences involving lifting machines are not as a result of defect developing in the machine itself but are as a result of an error or act of carelessness by the operator. As such, the vast majority of accidents or dangerous occurrences are avoidable. The operator is responsible for his safety and the safety of others in the area of the hoist.

It is further recommended that only authorised personnel should be permitted to use the hoist and that all staff should be properly trained and have adequate knowledge in both safe use and visual examination.

ALWAYS - follow company procedures, work safely, report faults and comply with regulations.

Operating in cold weather can effect both the equipment and the operator. Fluids do not flow, so allow time to warm up the hoist and trolley. Operators wear increased clothing so vision, hearing and touch could be impaired. ⚠ **DANGER** ⚠ **CAUTION**



DANGER

GUIDELINES FOR PERSONNEL USING AIR HOIST - ALWAYS:

- Read the instruction manual before use.
- Test run the equipment prior to application of a load and ensure that the equipment, including its control and safety devices are functioning correctly.
- Do not touch the hoist body immediately after extensive use, as it may be hot or very cold.
- Do not wear loose clothing (ties, scarves etc.) which may get dragged into the hoist or bottom block.
- Wear safety boots or shoes (together with a safety helmet if lifting overhead).
- Ensure that a positively engaged isolator requiring an appropriate operation to re-engage, is fitted between the air supply and the machine (lever, button or quarter turn valve). The isolator should isolate only the machine itself or where the safety of other machines may be affected by isolation of the machine, all machines affected must be isolated at the same time.
- Large hoists and trolleys have lifting eyes that can be used for handling and installation. Where no lifting eyes are fitted, a sling may be fitted round the hoist body using a choker hitch.
- Ensure that the load is securely supported by certified lifting gear (slings and shackles) with a higher safe working load in the configuration used, than the load to be lifted and that it cannot 'escape' whilst being lifted.
- Stand clear of the load when lifting or lowering and ensure that the point at which you are standing is secure. Do not touch moving chain.
- When there is a brief pause in the lifting operation where the operator lets go of the pendant control, he must stay in the area and make sure the pendant hangs vertically and cannot swing or get blown against anything.
- When there is a longer break in the lifting operation and the load has been landed, then the emergency stop button should be actuated so that a positive action is required before the hoist or hoist and trolley can be operated.
- If the hook is still attached to an item then a sign should be attached to the pendant and depending on the circumstances the power supply locked off.
- Ensure that other personnel cannot enter the immediate area where the lift is taking place.
- Never lift the load higher than necessary.
- Ensure that the control length (cord or pendant) is adequate to allow the operator to stand away from the load in a position to see the load at all stages of lift.
- The pendant should hang from the hoist and not be placed onto objects where the controls could be activated.
- If it is not possible to site yourself in a position where you can see the load at all stages, appoint a 'banksman' to cover the area which you cannot see and establish a reliable method of communication (verbal or hand signals) before starting the lift.
- If you suspect that the equipment is defective or is developing a fault, stop the lifting operation immediately.
- In the event of an emergency make the area safe by returning the load to a rest position, but if this is not possible the area should be cordoned off and the advice of your superior or safety officer sought. Never repair a hoist with the load suspended.
- If it is not possible to lower a load to the ground to make it safe, then a lifting plan must be in place to recover the load or make it safe in case of hoist failure.
- In the case of complex lifting operations a lifting plan must be in place to control the lift stipulating the hoists to be used, operating conditions, operator instructions and the different parts of the lift taking part in the agreed sequence. Carry out a practice lift with a small load if necessary to confirm the lifting operation.
- The starting and stopping of the hoist and taking up of slack chain at high speed can apply high forces which could be higher than the load being lifted. Always operate hoists smoothly and in a controlled manner.
- The attachment points must be capable of withstanding the expected forces.
- External vibration can affect the hoist and can cause damage and wear.
- Do not use the hoist outside in high winds, bad weather conditions, or when temperatures are likely to be outside the operating temperature of the hoist.
- Only use the hoist to make a lift safe when a warning alarm has been activated in the area and then isolate the hoist.
- With trolleys less than 5 tonne SWL the weight of the hose may cause side loading of the trolley and could cause the wheels to come off the beam so the hose should be supported at the beam height to prevent loading the trolley, air set or fittings.

AT ALL TIMES THINK BEFORE YOU ACT - PLAN EVERY LIFT

SAFE OPERATION - HOIST OPERATORS

DANGER

- 3.1
- Hoist operators must be healthy with satisfactory eyesight and not under the influence of alcohol, drugs or medication when operating the hoist.
 - Hoist operators should be trained in the operation of hoists proper rigging procedures for the attachment of loads to the hoist.
 - The operator is always responsible for his own safety and anybody else in the operating area.
 - Always start the lowering or lifting movement slowly and smoothly.
 - When using the hoist jointly with another person, use signals agreed upon at the job site (standardized signals).
 - When using the hoist without chain collector, avoid the slack chain to fall, catch or impact as this can cause hazards.
 - In case of air pressure loss, secure the load and area. Ensure that turning the air supply back on cannot result in a dangerous occurrence.
 - Stop using the hoist in case of abnormal sounds.

SAFE OPERATION - FORESEEABLE INCORRECT USE

DANGER **CAUTION**

- 3.1
- Supporting structures used with this trolley must meet or exceed the design safety factor to handle the rated load, plus the weight of the hoist and attached equipment. This is the customers responsibility. If in doubt, consult a registered engineer
 - Where the supporting steel work transfers a vibration or oscillation through the hoist this can cause increased wear between the links of the load chain.
 - Where the hoist or hoist and trolleys are fitted with lifting points they should only be used for lifting the hoist and trolley, they are not designed to take the full WLL of the hoist.
 - Before carrying out any work on the hoist or trolley the main air should be turned off and the residual are vented or the hoist run to dissipate the air pressure.
 - Do not exceed the stated SWL or duty rating. (Fig. A)
 - Operate the hoist smoothly. Do not suddenly change direction as this may exert both shock loads acceleration forces may well in excess of the weight of the load being lifted.
 - Do not use the hoist to lift / lower / transport personnel. (Fig. B)
 - Only use the hoist to lift a load vertically. It is not designed to pull or drag loads without modification and or a lift plan being used for special lifting operations, such as cross hauling. (Fig. C)
 - Ensure that the load is securely supported by its lifting gear (slings shackles etc.) and that it cannot escape whilst being lifted.
 - Ensure that the lifting assembly (slings, shackles etc.) has a higher safe working load in the configuration used than the load to be lifted.
 - Ensure that the point at which the hoist is to be suspended has an equal or greater safe working load than the hoist.
 - Ensure that the load is free to move and will clear all obstructions.
 - Avoid swinging the load or hook.
 - Do not use the hoist if the chain is damaged, twisted, kinked or worn.
 - Ensure that the load is stable and in balance at starting lifting or setting down as tilting or falling loads can cause accidents.
 - Never allow loads to "fall" into the load chain, causing shock-loading. (Fig. D)
 - Never lock the control elements of the pendant or controls.
 - Never use the chain, hooks or hoist as an electrical ground for welding or electricity.
 - Do not use the limits as a means of stopping the hoist (these are safety devices).
 - Do not use controls as a means of moving the hoist (the pendant is designed to support its own self weight only).
 - Stand clear of the load when lifting and lowering and ensure that the point at which you are standing is safe and secure. (Fig. E)
 - Do not hold onto the load chain when controlling a load (fit a tag to the load if necessary to ensure that the load is controlled).
 - Do not apply a load to the tip of the Bottom Hook or the Hook Latch. (Fig. F)
 - Do not bind a load with the load chain directly. (Fig. G)
 - Do not operate the Load Chain while it is in contact with any sharp edges. (Fig. H)

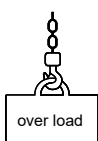


Fig. A

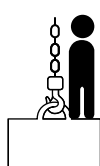


Fig. B

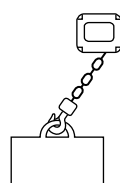


Fig. C

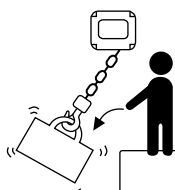


Fig. D

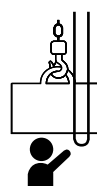


Fig. E

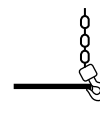


Fig. F

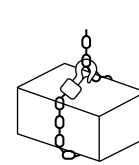


Fig. G

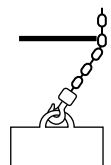


Fig. H

SAFE OPERATION

 DANGER

3.2 SAFETY EQUIPMENT - PPE

Safe systems of work should be appropriate for the working conditions that the hoist is being used in with method statements stating what the hoist is being used for, the authorisation of staff to operate hoists and the PPE requirements in place. In general overalls, safety shoes, hearing protection and gloves are normal but other sites will require safety glasses and hard hats.

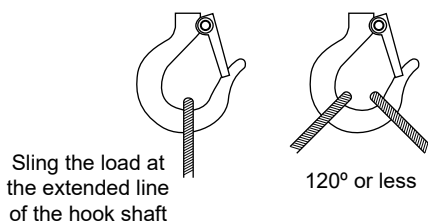
 DANGER

3.3 LIFTING GEAR BELOW THE HOIST

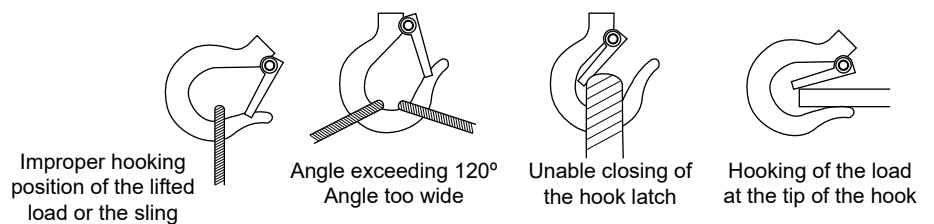
Where lifting gear is connected into the bottom hook of the hoist it should be sized for at least the capacity of the hoist and physically fit well into the body of the hook allowing the safety catch to close.

Where a larger item such as a spreader beam is used this may have an effect on the lifting capacity of the hoist, so the SWL should be reduced to reflect this.

HOW TO SLING THE LOAD PROPERLY



DO NOT CARRY OUT DANGEROUS HOOKING AS SHOWN BELOW



 DANGER

3.4 OPERATIONAL BREAKDOWN OR ACCIDENT

If an unloaded hoist stops working then it should be removed from location and sent for repair if none of the remedies in the trouble shooting guide have an effect.

When the hoist is still holding a load then an additional hoist should be used to take the weight of the load so it can be safely lowered and the faulty hoist removed for repair. If another hoist cannot be used to lower the load it is possible to release the brake by slackening the brake cover screws but this should only be done by a RRL engineer or after discussions with Red Rooster as it is not always possible or safe to do so.

The main air supply line to the hoist should be fitted with an easily accessible valve to cut off the air supply to the hoist in case of emergency or for maintenance. Pendant control hoists also have a main air shut off valve.

There should be a safe access to the hoist to carry out maintenance, inspection and lubrication.

MAINTENANCE

- 4.1 The TMH range of hoists are heavy duty pneumatic hoists and built to require little maintenance if they are kept lubricated and maintained. The maintenance required will depend on daily operating times, the conditions, quality of the air supply and the percentage of the WLL regularly being lifted. The operators daily checks and the monthly maintenance checks are necessary to check the condition of the hoist. Maintenance work should be carried out by trained and qualified personnel. ⚠ **DANGER**

It is recommended that in the case of the TMH hoist and air trolleys inspections are carried out in accordance with the following schedule, although the frequency of the 'six month inspection' should be increased in high risk environments, aggressive environments or where the usage is particularly heavy to between one and three months. ⚠ **CAUTION**

EVERY DAY / WEEK (DEPENDING ON USAGE) ⚠ **CAUTION**

The items listed under 'checks before use' in Section 1 (Getting Started) of the manual should be examined. It is recommended that the lubricator is 'topped up' as a part of this inspection routine.

AT LEAST ONCE PER MONTH FOR HOISTS IN CONSTANT USE OR EVERY THREE MONTHS LIGHTLY USED UNITS

⚠ **DANGER**

LOAD CHAIN - Thoroughly examine throughout its length for wear in the links, corrosion, cracks or distortion. If the wear in the links exceeds that stated in the chart, the chain should be replaced. If there are any visible cracks or distortion the chain should be replaced. Any wear should be measured and checked against section 4.8.

BRAKE - With a load applied check the brake efficiency. If there is any delay in actuation or slippage, the brake is defective and the hoist must be thoroughly overhauled before being returned to service.

HOOKS, SWIVELS AND CLAWS - Examine hooks for wear, deformation (refer to chart), nicks and gouges. Ensure that the hooks swivel smoothly and that the safety claw opens fully and closes under spring tension.

CHAIN ANCHOR PIN - Examine for wear and deformation.

NUTS AND BOLTS - Using suitable spanner and Allen key, check for any loose nuts and bolts.

UPPER AND LOWER LIMIT - Ensure that it functions correctly in both the fully raised and fully (chain lever) lowered positions.

CHAIN COLLECTOR - Check security and condition.

It is recommended that the load chain and linkages are lubricated as part of this inspection routine.

When repairing Red Rooster air hoists only original Red Rooster products should be used.

INSPECTION

- Inspect the gearbox for oil leaks.
- Inspect the drive pinion and wheels for wear, damage and lubrication.
- Check air motor silencers and replace if necessary.
- Check wheel adjustment.
- Check anti-tilt roller setting.
- Check valves and fittings for security and air leaks.
- Check main air line connection for security and air leaks
- Check control lines for security and air leaks

- 4.2 Only minor repairs such as silencers, safety catches, pendant repairs, replacing shorter lengths of load chain and inspections should be done in location after this the hoist should be lowered to ground level and taken to a workshop. ⚠ **CAUTION**

If the hoist is taken out of service it should be sent to an approved repairer to be fully dismantled, repaired and tested. ⚠ **CAUTION**

Only Red Rooster approved parts should be fitted to the hoist but good quality European or Japanese load chain and bearings can be used but other than that only Red Rooster supplied parts should be used. ⚠ **CAUTION**

Hoist and trolleys are heavy along with some parts of some hoist so suitable lifting equipment should be used to dismantle and assemble hoists. ⚠ **DANGER**

TROLLEY VANE MOTOR MAINTENANCE

- 4.3 These motors are made to precise tolerances and it is vital for efficient operation to achieve minimum clearances throughout. Every clearance represents an air leakage path from inlet to exhaust, which will detract from the starting and running characteristics.

The spacing of the rotor is of prime importance in two ways:

- Rotor to end covers (side clearance) (Cs) nominally 0.050mm (0.002").
- Rotor to body casing (top clearance) (Ct) nominally 0.050mm (0.002").

To achieve the side clearance each repair kit has a series of plastic shims, colour coded to different thicknesses.

Purple = 0.025mm (0.001")

Blue = 0.050mm (0.002")

Green = 0.076mm (0.003")

Orange or Brown = 0.102mm (0.004")

This range of vane motors has two styles of rotor locations.

V4 rotor location by one double row bearing in rear cover.

V6 rotor location by one double row bearing in front cover.

ASSEMBLY DETAILS

All parts must be clean and it is recommended that new oil seals and blades are fitted as a matter of course. Press all bearings fully home into their respective covers, pressing only on the outer track to prevent damaging the bearings. On V4 motor fit oil seal retaining circlip and a new oil seal.

Take the location cover for your particular motor i.e. V4 rear cover and V6 front cover.

Provide good support on the inner bearing track, as the shaft fit is very tight, to provide rotor location. Place blade ejector ring central on cover and press rotor/shaft assembly down until there is a clearance. Cs of 0.050mm (0.002") between rotor and cover, check this clearance is even all round the rotor. Fit a blue plastic body gasket cover, lowering the body into position over the rotor assembly, locating on the existing dowels.

NOTE: Ensure the body is the correct way round i.e. port arrows towards the output shaft.

Tighten body bolts and check top clearance, Ct, see Fig. 4. This should be 0.050mm (0.002") if there is a problem with this then reposition and drill for new dowels. Insert second ejector ring, fit new blades, it may be necessary to work the lower ejector ring across in order to fit the opposite blade. Refer to Fig. 5 (axial and clearance, Cs). Measure this by putting a straight edge across the body, then use the feeler gauges in the gap between rotor and body face. This should be made up to 0.050mm (0.002") or as close as possible using the gasket set provided.

Oil inside the motor, ensuring it is free to rotate. On V4 and V6 motors the second cover should slide down into position easily as the second bearing is non-locating.

On V6 motors the front oil seal is carried in a separate housing, this should be fitted next, followed by the rear bearing cover and its gasket. On V4 motors the rear bearing cover and its o-ring can now be fitted.

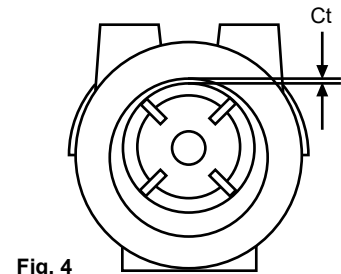
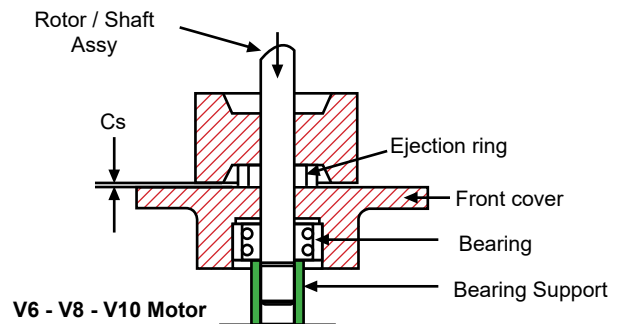
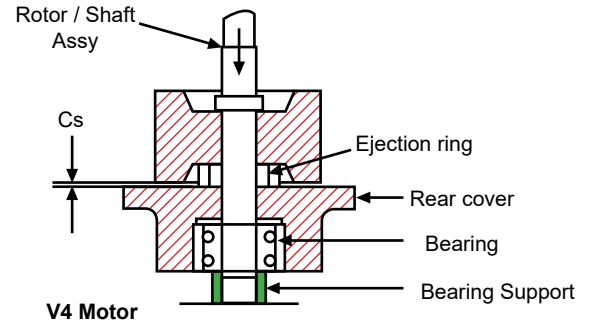


Fig. 4

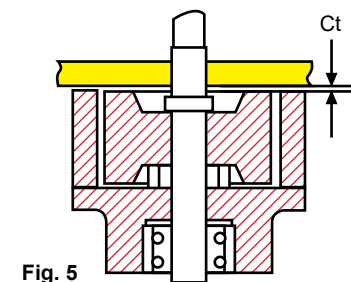


Fig. 5

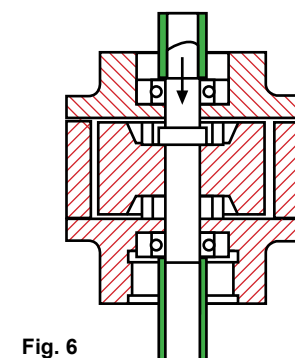


Fig. 6



SAFE OPERATION

4.4 SILENCING

The TMH hoist is fitted with an internal silencer; the noise output being less than 80 dB at one metre (this conforms to E.C. noise regulations).

TMH-3000 & TMH-6000/2

The silencer comprises of two type SS, one type F and a further two type SL in this order.

The life expectancy of the silencer correlates closely with the quality of air supplied.

Periodic examination of the silencer is not required, nor is it recommended (see below). As the silencer becomes contaminated a reduced speed of operation will be noted. At this point the nylon silencer should be cleaned or replaced and the gauze silencer should be changed.

4.5 CHANGING THE SILENCER(S) - see parts list.

TMH-3000 & TMH-6000/2

Remove the 5 off M5 hex socket cap screws which retain the exhaust plate. Remove the foam silencers. Replace with the new in the correct order. Fit exhaust plate then secure in place with the 5 off hex socket cap screws.



CAUTION

ADJUSTMENTS AND MAINTENANCE OPERATIONS

Before carrying out any work on the hoist the main air supply should be turned off and the residual air vented or the hoist run to dissipate the air pressure.

Red Rooster hoists normally do not require any adjustment as the brake springs take up any wear and the load limiter and limits should not need adjustment once set.

The lubricator should be checked and topped up weekly in normal use or daily when heavily used.

The load chain should be checked monthly for lubrication and oiled if necessary. Where the load chain is not lubricated for operational reasons the chain should be inspected weekly as a dry chain can wear rapidly.

The top and bottom hooks should only be lubricated if required during checks.

The hoist gearbox is greased during assembly or repair and should not need greased during operation.

There are no hazardous substances in Red Rooster hoists.

4.6 CHANGING TROLLEY SILENCERS

Trolleys are fitted with SMC 'AM' type silencers sized to suit the trolley valve. They are easily fitted and removed by a thread end. Silencers should be replaced when damaged or the trolley speed is reduced by contamination.

MAINTENANCE

4.7 FITTING OR REPLACING LOAD CHAIN

The hoist will require to be hung up with an airline connected.

The chain must be fed over the pocket wheel from the slack end anchor side with the weld of every second link facing away from the wheel axis i.e. weld outwards.

Care must be taken not to twist the chain during installation. This is best achieved by holding the live end of the chain as it emerges from the hoist, if the hoist is reeved on two parts of chain, feeding it through the free limit lock, through the bottom block wheel and again as it emerges, thereafter feeding it up to the anchor pin. If the chain cannot be fitted to the anchor without rotating it through 90 degrees, the end link should be removed.

Run the chain through the hoist, leaving a short tail at the 'slack' end. Anchor the slack end without twisting the chain.

Feed the chain over the load wheel.

It is very easy to trap or damage the chain if extreme care is not exercised. Always examine the first link of chain after passing it over the load wheel. If damaged, remove the damaged link(s). ⚠ **DANGER**

REPLACING EXISTING CHAIN

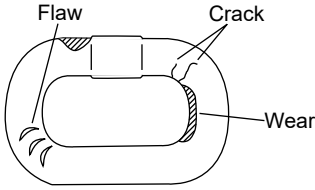
Cut away the centre portion of a link of the old chain to allow a chain diameter to pass through. Connect the spare link to the last link of the old chain and the first link of the replacement chain. Use the old chain to draw the replacement chain through the hoist. (Retain the spare link to be re-used). ⚠ **DANGER**

FITTING CHAIN TO AN UNCHAINED HOIST

A handy tool comprises a length of either soft insulated wire (about 2mm diameter) or a piece of flexible nylon tube of the same diameter approximately 500mm long. To the end of this attach a similar length of strong twine.

The soft wire or tube is fed over the wheel, its flexibility allows it to follow the chain guide and re-emerge at the opposite side. The twine is attached to the end of the chain and drawn through, pulling the chain against the wheel. By applying power **VERY SLOWLY** in the same direction of winding, the load chain is dragged into the first pocket and over the load wheel. If any resistance is felt as the chain attempts to enter the pocket it is imperative that the chain is released from the pocket before trying again. Otherwise the chain will become trapped and damaged. ⚠ **DANGER**

Only use quality load chain approved by Red Rooster for use on our hoists.

⚠ DANGER			
ITEM	CHECK METHOD	CRITERIA	WHEN FAILED
Deformation Flaw Entanglement	- Check visually  - Check visually for no foreign matter as attached sputter.	- No deep notch - No deformation such as twist - No attached sputter - No entanglement - No crack - Wear (see 4.8 + 4.11)	Replace the load chain



HOIST COMPONENTS AND CHAIN

4.8 TYPES OF CHAIN

Only the correct size and grade of load chain should be used. ⚠ **DANGER**
All chain is to EN818/7 - EN1677 standard

TMH-6000/2	HEAVY DUTY	
	RUD RTS	
Nominal diameter:	13.00 + 0.10 / - 0.50	mm
Pitch:	36.00 + 0.50 / - 0.20	mm
Max dia at weld:	13.9	mm
Min breaking force:	212.3	kN
Surface hardness:	ca.500-650HV10	
Grade:	EN818/7 ISO 3077	

NOTE:

When supplied new, only quality chain from a reputable supplier has been fitted to the hoist. Your supplier will be able to offer replacement chain of like quality.

4.9 EMERGENCY LOWERING

In the event of a main air supply failure Red Rooster pneumatic hoists will stop hoisting or lowering and the springs on the disc brake will automatically close the brake holding the load in position.

The next steps will depend on whether the load is being lifted at the time, how long it will be until the air supply is available again and if it is necessary and safe to travel / lower the load to a safe position.

If the problem is a burst hose, this can easily be replaced so there is no need to recover the load, but if the main compressor will not be operational for some time then a suspended load may need to be recovered to a safe position.

OPTIONS:

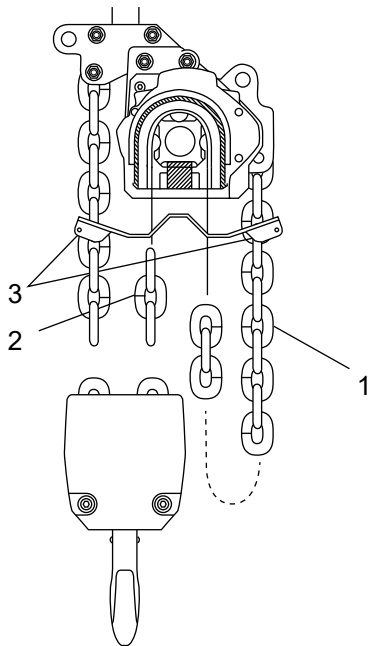
- 1) A secondary or back up compressor can be used as a temporary supply to move and or lower the load to a safe position.
- 2) Depending on the load and availability of manual rigging gear the load can first be lifted and the air hoist hook disconnected, then the load can be lowered to a safe position.
- 3) An emergency air supply from an air receiver or a high pressure cylinder and regulator set for 6 to 7 Bar pressure can be positioned within the working area of the hoist and the air supply hose connected via an on / off valve which can then be turned on to supply a limited amount of air to make the lift safe. This option will only allow for limited movement so try to choose the option that requires the least amount of running time.

If it is decided the safest course of action is to keep the hoist suspended the load then slings and shackles should be used to connect to the load from above (with a SWL equal or greater than the load being lifted by the hoist), to hold the load in case of brake slippage over a long period.

HOIST COMPONENTS AND CHAIN

4.10 TMH-6000/2

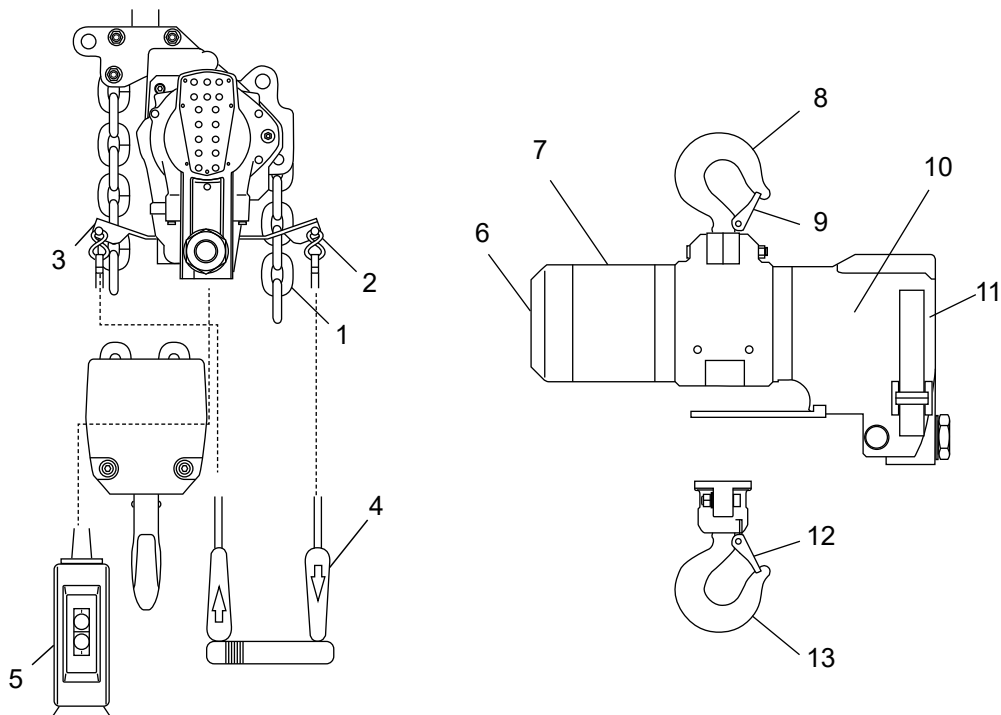
CHAIN FITTINGS



1	Chain
2	Welding Area
3	Limit Levers

TMH-6000/2

HOIST PARTS

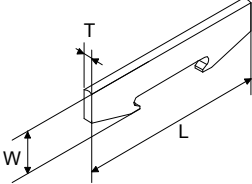
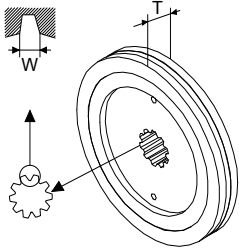
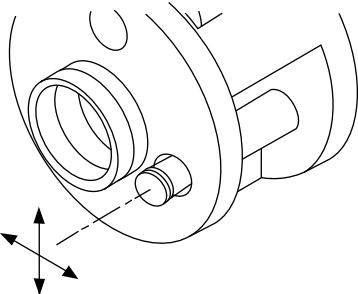
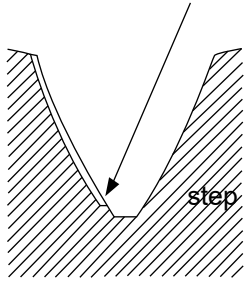
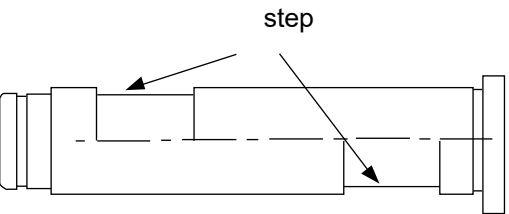
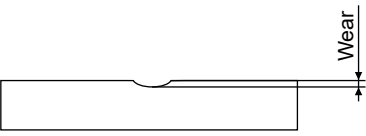


1	Link Chain
2	Chain Lever
3	Cord Lever
4	Cord Control
5	Pendant Control
6	Brake Section
7	Gear Section
8	Upper Hook
9	Hook Safety Latch
10	Motor Section
11	Valve Section
12	Hook Safety Latch
13	Lower Hook



SERVICE DATA

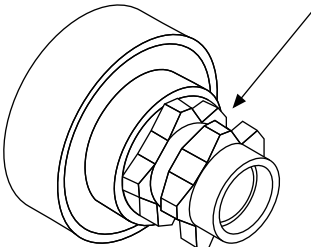
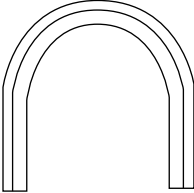
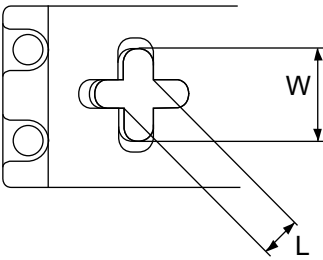
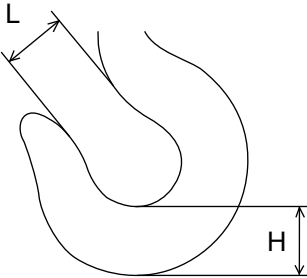
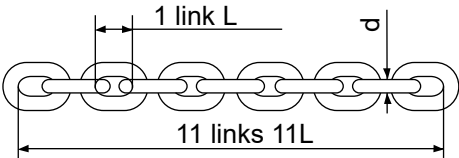
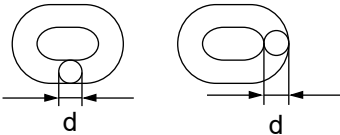
Maintenance chart
TMH-6000/2

NO.	DESCRIPTION	CHECK POINTS	STD DIMENSIONS & MAX FOR REPLACEMENT
55	Vane		STD L = 136mm MIN L = 135mm STD W = 23mm MIN W = 21mm STD T = 4mm MIN T = 3.5mm Replace if any of the width, length and thickness is less than the stated minimums.
152	Brake Disc		STD T = 8mm MIN T = 7.3mm Below minimum for replacement. STD W = 2.6mm MAX W = 2.8mm Above maximum for replacement
213	Cage		Replace when there is a large or uneven play in the pin hole.
201 202 204 205 206 208 209 210 212	First pinion First star gear First ring gear Second pinion Second star gear Second ring gear Third pinion Third star gear Third ring gear		Replace if there is a step on the surface of the gear teeth.
203 207 211	First pin Second pin Third pin		Replace if there is a step on the surface of the pin. If the pin is replaced, replace the needle bearing and star gear at the same time.
256	Hook joint bolt (only for TMH-6000/2)		Measure the contact area of the pin and the chain. Replace if the wear exceeds 1mm.



SERVICE DATA

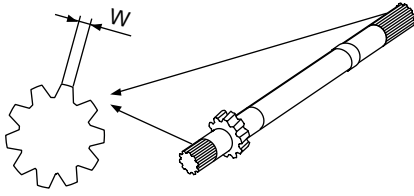
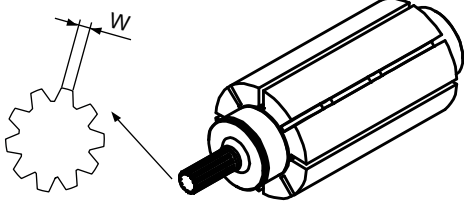
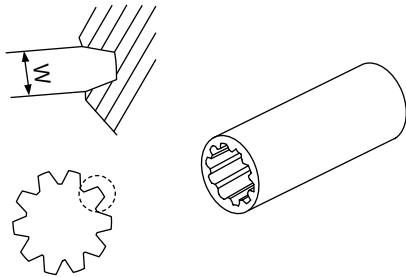
Maintenance chart
TMH-6000/2

NO.	DESCRIPTION	CHECK POINTS	STD DIMENSIONS & MAX FOR REPLACEMENT
111	Wheel		Replace if load-sheave part is badly damaged or worn.
113	Chain Guide		Replace if the wear of any part of the chain guide exceeds more than 1mm. Replace when it has cracks or critical damage caused by chain.
114	Chain Separator		STD L = 25mm MAX L = 28mm STD W = 48mm MAX W = 50mm Replace if any of the above dimensions exceed maximum wear. Replace when it cracks or critical damage
250 260	Hook		Dimensions: STD L = 80.3mm MAX L = 82.3mm STD H = 49.3mm MIN H = 47.3mm Check dimensions as casting size can vary. Replace if beyond maximum 'L' or 'H'. There is some variation in the 'H' size on hooks so it is best to measure the hook when new and then allow up to 1mm of wear.
126	Load Chain		STD L = 36mm MAX L = 37.8mm Replace if L exceeds MAX L. STD 11L = 396mm MAX 11L = 403.9mm Replace if 11L exceeds MAX 11L. STD D = 13mm MIN D = 11.7mm Replace if D exceeds MIN D Also replace if the link chain is severely damaged.
			Measure the chain diameter (d) with point caliper.



SERVICE DATA

Maintenance chart
TMH-6000/2

NO.	DESCRIPTION	CHECK POINTS	STD DIMENSIONS & MAX FOR REPLACEMENT
201	First pinion		STD W = 1.75mm MIN W = 1.5mm Below minimum for replacement
53	Rotor		STD W = 1.75mm MIN W = 1.5mm Below minimum for replacement.
112	Coupling		STD W = 2.6mm MAX W = 2.8mm Above maximum for replacement.



LAYING UP THE HOIST

5.1 LAYING UP THE HOIST

Whenever the hoist is unused for a period (weekends, holidays or in store), a little preparation will ensure that the hoist operates correctly and safely, either before being put into service for the first time or when being put back into service after a layup.

SHORT LAY UP PERIOD (2 TO 90 DAYS):

Air hoists should be kept clean, lubricated and stored in a clean and dry location.

When not in use seal off from the air supply inlet and run extra oil through the hoist as per lay up instructions.

Wherever possible keep the hoist protected when in use and installed in an exposed location, protecting controls and hoses from damage.

Turn up the oil delivery rate of the lubricator to maximum and run the hoist for two minutes, thereby ensuring that the hoist motor and control valve are well lubricated. (This also helps to displace any water which may be lying in the hoist). ⚠ **CAUTION**

LONG TERM LAY UP PERIOD (3 MONTHS TO 12 MONTHS):

- Heavily lubricate the hoist as specified above.
- If the hoist is contaminated with dirt or chemicals, wash with a propriety mild solvent or detergent and thoroughly rinse off with fresh water. Allow to dry and spray lightly with penetrating fluid.
- Lubricate the load chain, limit shafts, safety latches, and hook swivels.
- Disconnect the air supply and plug the inlet port.
- If required, dismantle the chain collector, pendant, air set and trolley for storage.
- Store in a dry ventilated area.
- Secure hoist in a crate or suitable pallet.

Transportation - Moving your Red Rooster hoist between locations.

Carefully disconnect from suspension point and lower under control to ground level.

Be sure that chain collector, valves and trolley drives are not damaged.

Carefully lay the pendant on top of the hoist making sure tubes or hoses are not damaged.

Secure the hoist and chain to the shipping container or pallet.

For long term storage corrosion inhibitors (wax coatings) can also be applied to suitable surfaces and then removed before use.

Before connecting the air supply line to the hoist, pour 5 to 10 cc of Atlub air tool oil directly into the airline to ensure that oil is present in the motor startup. ⚠ **CAUTION**

If being stored long term especially outside ask for a copy of the full procedure - AHLU-15

CHAIN COLLECTORS

6.1 When supplied new the chain bucket will have been sized to suit the HOL of the hoist with spare capacity to allow for some bunching up of the chain. The use of a chain collector can make the operation of the hoist more efficient preventing dangerous occurrences with the chain getting caught or falling from the load being lifted as it mounts up on top of the load.

On hoists from 3 tonne to 15 tonne with a high HOL, galvanised chain collectors are used, with stainless steel buckets being used on UK Ex / ATEX hoists and in areas of high corrosion.

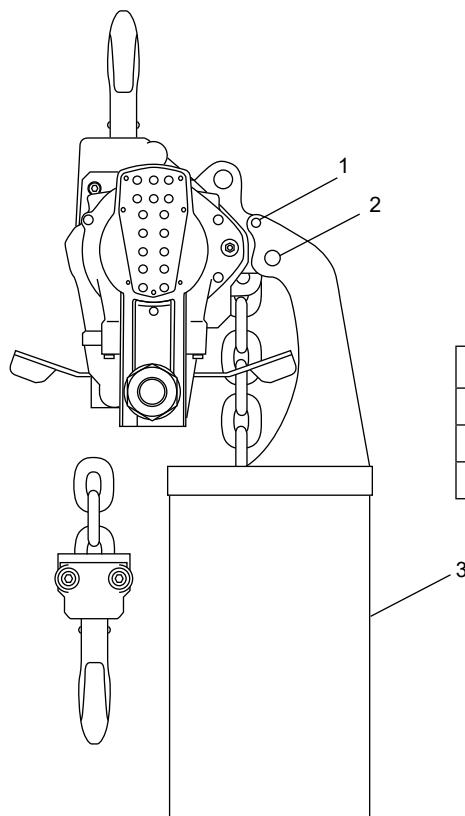
On arrival at site the load chain should be removed from the chain collector either manually or by carefully running out of the hoist checking for snagging. The chain should then be run back into the collector by the hoist checking there are no twists in the chain that the bottom hook is not twisted through the chain fall on multi-fall blocks. **⚠ CAUTION**

Hoists with long drops of chain and heavy loads in the chain collectors will require a secondary suspension point to hold the hoist in a vertical position when unloaded. These may be as shown in section 1.8 or a secondary trolley on a runway beam. **⚠ CAUTION**

If operating without a chain collector the slack end of the chain may catch or get caught on top of a load. Always make sure the unloaded chain is running freely.

⚠ DANGER

- Do not exceed the chain collector capacity.
- When the load chain is dry it may not run freely into the chain collector and over fill the collector, so the chain must be kept lubricated to prevent it running out of the collector.
- Make sure the chain collector brackets have not been damaged during installation.
- Make sure the chain collector is free to move when the hoist is loaded and un-loaded.
- Make sure the bottom hook does not connect with the chain collector. Limit the lifting height of the bottom hook if necessary.
- For any assistance required on chain collectors please contact Red Rooster Lifting Ltd.



TMH	
1	Dia 10 x 85 Machined pin
2	Dia 16 x 100 Machined pin
3	Chain Bucket

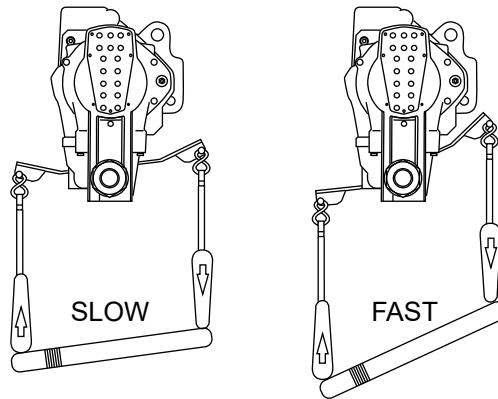
SPEED & LOAD LIMITER ADJUSTMENT

7.1 SPEED ADJUSTMENT

Every TMH hoist is checked at the factory to ensure the maximum hoisting speed is in accordance with the specification.

CORD CONTROL HOIST

The speed of the hoist is proportional to the amount of downward movement in the control cord, which via the cord lever controls the amount by which the valve is opened.



MAXIMUM LOAD ADJUSTMENT

On every TMH hoist the load limiter is factory set to operate at a load ten percent in excess of the safe working load, at an operating pressure of 6 bar. Unless a lower supply pressure is to be used, the load limiter will not require adjustment.

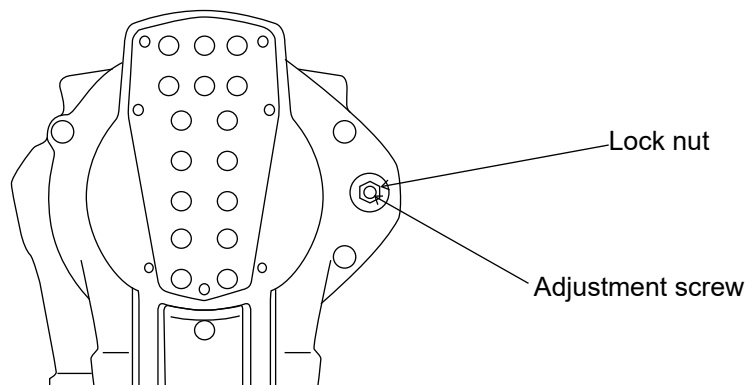
All models in the range incorporate an adjustable load limiter.

HOW IT WORKS

Located adjacent to the control valve, the load limiter measures the pressure drop across the motor which is proportional to the load on the motor. Once the pressure drop is increased above that of the load limiter setting, the brake is applied and the hoist will not lift the load. In this case the load should then be reduced or a larger capacity hoist installed. The load can still be lowered when the load limiter cuts in.

7.2 SETTING THE LOAD LIMITER

Viewing the hoist from the motor end, the load limiter adjusting screw (M6 hex) is located on the left hand side on the valve cover. It is locked in position with an M6 nut. Back off the lock nut before commencing adjustment.



- Set the regulator pressure to that which will be used during operation (normally 6 bar to 90 p.s.i.).
- Turn the adjustment screw anti-clockwise until no resistance is felt and then turn clockwise until the internal spring starts to resist.
- Apply the safe working load in the hoisting mode slowly and then at full speed. The hoist will stop automatically.
- Rotate the screw one turn in a clockwise direction and again engage the hoisting mode.
- Continue, one rotation at a time until the load limiter fails to stop the hoist.
- Turn the screw 1/4 turn clockwise and ensure the load limiter is operating at this point. (If not continue in a clockwise direction a fraction of a turn at a time until the load limiter operates.
- Fasten the lock nut to secure the adjustment screw.
- The load limiter is now set. A significant change in the operating pressure from that selected will necessitate adjustment of the load limiter.
- The maximum travel of the adjustment screw is approximately eight turns, If adjusted to this point, the load limiter will not operate. **⚠ CAUTION**

OPERATIONAL BREAKDOWN / TROUBLESHOOTING THE TMH HOIST

8.1 We list below a number of faults which may occur during use, together with the probable cause and the cure. If you experience a fault and cannot identify the cause, or if you do not feel confident to remedy the fault, please revert to your hoist supplier.

Description of fault noted	Possible cause of fault	Remedy
Does not operate (Valve does not work)	Lack of air pressure Damage of Pendant hose Foreign material is stuck in pendant or piping part Rust of valve part Limit shaft is stuck by rust Over tightening assembly bolts of valve body Damage of O-ring in Valve part	Adjust air inlet pressure (6 Bar) Replace pendant hose Remove the foreign material Replace the defect part Replace Limit shaft, Limit shaft bush Re-tighten bolts with right torque Replace damaged O-ring
Does not operate (Valve works)	Lack of air pressure Incorrect assemble of Valve bush Defective part in Motor Defective part in Gear Brake is not released due to damage on O-rings and packing	Adjust air inlet pressure (6 Bar) Reassemble Valve bush Replace part Replace part Replace defective O-ring, gasket
Lifting and lowering speed is slow	Lack of air pressure Hose is too long, or size is small. Or air pressure loss due to using quick coupler Foreign material is stuck in pendant or piping part Incorrect assemble of Valve bush Damage on Pendant hose Lack of Oil Silencer parts are clogged Defective parts in Motor Defective parts in Gear Brake is not released due to damage on O-rings and packing Air pressure for Valve releasing is not enough due to using long pendant hose	Adjust air inlet pressure (6 Bar) Adjust hose length, or change hose and piping part Remove foreign material Reassemble Valve bush Replace Pendant hose Adjust quantity of oil Clean each silencer or replace Replace defect part Replace defect part Replace defective O-rings and packing Adjust the set up for long pendant hose
Operation does not stop despite releasing pendant lever or cord	Over tightening of valve body assembly bolts Limit shaft function is disturbed due to rust etc. Damage on O-ring in Valve part	Re-tighten bolt Replace Limit shaft, Limit shaft bush Replace defective O-ring



OPERATIONAL BREAKDOWN / TROUBLESHOOTING THE TMH HOIST

8.1 Continued

Description of fault noted	Possible cause of fault	Remedy
Cannot lift or lower rated load	Lack of air pressure Hose is too long, or size is too small. Or air pressure loss due to using quick coupler Damage on Pendant hose Foreign material is stuck in pendant or piping part Defective operation caused by rust of Valve part Limit shaft does not move smoothly due to rust Incorrect assembling of Valve bush Adjustment of Load Limiter is not correct Silencer parts are clogged Defective parts in Motor Defective parts in Gear Brake is not released due to damage on O-rings and packing	Adjust air inlet pressure (6 Bar) Adjust hose length, or change hose dia and piping part Replace hose Remove foreign material Replace defective part Replace Limit shaft and Limit shaft bush Reassemble Valve bush Adjust Load limiter as per section 7.2 Clear each Silencer or Replace Replace defective part Replace defective part Replace O-ring and Gasket
Cannot perform slow speed operation or not continue	Damage on O-ring in Valve part Limit shaft function is disturbed due to rust etc. Defective Lift spring in Motor part Over tightening of adjust screw of pilot air Defective bearing on Limit lever Defective parts in Motor part	Replace defective O-ring Replace Limit shaft, Limit shaft bush Replace Lift spring Adjust the set up for long pendant hose Replace Bearing Replace defective part



PERIODIC EXAMINATION AND TESTING

9.1 EXAMINATION

UK & European Law requires that a thorough examination of the hoist should be carried out by a competent person:

- Before being put into service.
- At a frequency not exceeding 12 months (6 months for equipment used offshore).
- After being put into service at a new site.
- After involvement in an accident or dangerous occurrence.
- After a significant change in the conditions of use.
- After long periods out of use (time not specified).

Lifting operations and lifting equipment regulations 1998, section 9 refers. (LOLER 1998 №2307)

The record of such examination must be retained for as long as the employer continues to operate the equipment. The regulations also call upon the employer to carry out a risk assessment; to adjust the frequency of inspection according to the potential risk, to determine the nature of inspections and to ensure that the persons carrying out the inspection are competent to do so.

9.2 SIX MONTHLY OFFSHORE INSPECTION

Arrange to have the hoist examined by a person specifically trained and experienced in the examination of lifting machines. This can be done by a Red Rooster engineer or an independent competent person. Ensure that the party is operating to a detailed inspection procedure or code of practice.

SERVICE

We would recommend the hoist is returned every 5 years for a full inspection and service.

9.3 TESTING

LOLER 98, section 4 calls for the employer to ensure that the hoist is of adequate strength and stability for each load. No frequencies or test or proof loads are specified.

In the case of the TMH hoist the hoist is functionally tested with a proof load of 125% of the safe working load prior to delivery (Test certificate refers).

It is recommended that the test is repeated along with a thorough examination if the hoist is substantially repaired (i.e. any repair which may affect the hoists ability to lift, lower and sustain a load).

REPEAT PROOF LOAD TESTING OF THE HOIST SHOULD BE AVOIDED

NOTE!

If your hoist is a "spark resistant" zone 1 version; check the bronze coating of the lower and upper hook on signs of wear. A worn out coating is NOT spark resistant anymore and can cause dangerous situations. Therefore let the bronze coating be renewed by your supplier in time.

DUTY RATINGS

10.1 FEM 9.511 classifies the theoretical loading conditions and operating time in hours per day.

FEM 9.755 classifies the theoretical duration of service for safe operation.

APPLICATION OF FEM RULES TO PNEUMATIC HOISTS

With most mechanical equipment, the limiting factor with regard to operating time is that of HEAT GENERATION.

For example, an electric motor if not periodically allowed a 'rest period' to allow it to cool down after each period of use will cease to function due to irreversible damage arising as a consequence of the heat.

Air motors perform differently. Although heat is generated, providing that the motor is properly lubricated, no damage will ensue. The expanding air at the outlet manifold also has a cooling effect on the motor.

As a result pneumatic motors are commonly referred to as 100% duty rated or continuous rated, which means simply that they may be used continuously without a cooling down period and without damage arising as a consequence.

Incorporated into the TMH hoist are three classes of components:

1. Sacrificial components - These components are designed to incur wear to either protect other components or to function by means of friction generation. They require periodic inspection and replacement and comprise of the rotor vanes and the brake disc. Inadequate lubrication seriously reduces the life expectancy of the vanes.
2. Load chain - Whilst adequate lubrication of the load chain will reduce friction and thereby limit the wear occurring between the bearing points of adjacent links, it will not totally eliminate it. Hence it will require regular inspection and will also require replacement within the service life of the hoist.
3. Structural and mechanical components - These comprise all other parts of the hoist, including gearbox and bearings, rotor and housing, valve, hooks, pins etc. A theoretical service life for every component has been calculated (available on request). For the purposes of the summary, the SHORTEST service life of any component has been included.

10.2 TABLES OF DUTIES - TMH-3000 & TMH-6000/2 Hoists

FEM standard	For all mentioned TMH models
FEM 9.511	1 Am (M4)
Theoretical duration of service	
FEM 9.755	
Sacrificial components	1Am (M4)
Load chain	2M (M5)
Structural & mechanical components*	1Am (M4)

*Shortest duration stated.

IMPORTANT NOTES

- ▷ A hoist is deemed to be operating when it is in motion.
- ▷ All ratings are based on a clean, dry, air supply and correct lubrication.
- ▷ Load chain must be to manufacturer's specification.
- ▷ Special chains are excluded (consult your supplier).
- ▷ Mode of use must be in accordance with manufacturer's recommendation.

EXPLOSION PROTECTION

- 11.1 The UK is now covered by the UK Ex scheme for the use of non-electrical in hazardous areas and is covered by the 'Product Intended for use in Potentially Explosive Atmospheres Regulation 2016' (UK SI 2016: No 1107 as amended by UK SI 2019 No 696 Schedule 25, schedule 3A, Part 6)

For Europe and many other parts of the world we also offer ATEX Non-electrical equipment certified under the ATEX 2014/34/EU Directive.

For both the UK Ex and ATEX this is split into two categories of equipment available from Red Rooster – Group – I mining (I M2 De-energised in an emergency) and group II – Zone 1 + 21 & Zones 2 + 22)

The Explosive Protection Level (EPL) has been set when the effective ignition sources are identified and when they become effective in normal operation and in the case of expected malfunctions. The normal ambient temperature range for Red Rooster air hoists is -20°C to +60°C.

As standard all Red Rooster air hoists are certified as Group II Category 3 (Zone 2 Gas or 22 Dust)
This excludes the TMM-140 & TCR-250 ME. (standard only)

Standard hoists are suitable for use in ZONE 2 Gas areas certified as Ex Group II 3 G Ex h IIB T4 Gc
Standard hoists are suitable for use in ZONE 22 Dust areas certified as Ex Group II 3 D Ex h IIIB T135°C Dc

With extra protection can be used in ZONE 1 Gas areas certified as Ex Group II 2 G Ex h IIB T4 Gb
With extra protection can be used in ZONE 21 Dust areas certified as Ex Group II 2 D Ex h IIIB T135°C Db

Further protection allows the hoist to work in ZONE 1 Gas areas certified as Ex Group II 2 G Ex h IIC T4 Gb
Further protection allows the hoist to work in ZONE 21 Dust areas certified as Ex Group II 2 D Ex h IIIC T135°C Db
(not suitable for TCR Mini or TCS range, IIC or IIIC areas)

Red Rooster hoists will cover temperature classes T1 to T4 so can be certified to work with all Gases with the exception of Carbon Disulphide which is in temperature class T6.

The glow temperatures for dusts must be above 220°C or ignition temperatures above 202°C for use in Zones 21 and 22.

Mining – Ex Group I M2 Ex h I Mb (Mechanical equipment de-energised in an emergency)

TROLLEYS AND OVERHEAD CRANES

Red Rooster trolleys and overhead cranes use standard steel wheels for use in a Zone 2 + 22 area and normally with Bronze wheels in a Zone 1 + 21 area with a Gas group of IIB or IIC and Dust group IIIB or IIIC. The normal running speeds of our trolleys and overhead cranes are less than the 1 m/s that the standard allows. (Steel wheels can be acceptable for Zone 1 Gas Group IIB / Dust Group IIIB)

When built into an assembly such as an overhead crane the ATEX rating will be for the complete assembly, which may be less than some of the individual parts.

SPECIAL INSTRUCTIONS

This section of the manual refers to special instructions, exclusions or warnings about the equipment.

LUBRICATION

Lubrication oil should not have an ignition temperature below T135°C (T4) BS EN80079-36:2016.

Several gases such as hydrogen sulphide and ethylene oxide are at the very top of the IIB temperature class and are extremely flammable so you may wish to include them in the higher IIC temperature class. This is also relevant for impact sensitive dusts, around light metals, dusts with glow temperatures less than 210°C and ignition temperatures below 202°C. In an area where combustible dusts are present the surface temperature cannot exceed two thirds of the minimum ignition temperature of the dust and air mixture or the glow temperature of the dust.

Ambient temperature range for air hoists and air trolleys is -20°C ≤ Ta ≤ +60°C

Some models of Red Rooster equipment can only be certified for use in temperature class T5 or T6 when a special assessment has been completed.

Air motors, control valves and hoses are all positively pressurised so gas or dust cannot penetrate internal parts when operating or when under pressure.

Red Rooster hoists and trolleys are constructed to avoid the build-up of dust deposits. But where dust does build up, provision shall be made for removal of the dust and keeping the hoist, trolley and pipework clean.

External influences such as heat from direct sunlight or exhausts can affect the hoist so the ambient temperature should be checked. Other influences such as cold, wind, water, compressor air temperature, contact with chemicals and mechanical hazards can all have an effect on the hoist operation.

EXPLOSION PROTECTION

11.1 EARTHING

The hoist or hoist and trolley should normally earth through the top hook or the running wheels of the trolley into the supporting steel structure. If this does not happen then the hoist can earth through the load chain of the hoist, when grounded. If the chain is rusty it can affect the earthing of the hoist. During inspection the chain may need cleaning, oiling or replaced to allow adequate earth leakage. If the earth leakage is less than that recommended a separate earth strap should be fitted. Neither the running surface of beams nor the wheels should be painted. During lifts the load may be required to be earthed if there is any doubt as to the earth leakage from the hoist.

IMPACT HAZARDS

The materials chosen and their coverings should help to prevent an ignition hazard so that a corroded section of steel does not impact against a light metal or high grade steel. The selected materials and the design should exclude as far as possible mechanical sparks due to impact, sliding or friction. Where external housings are made of aluminium then the possibility of impact should not be possible.

PLASTIC SURFACES

Where plastic has been used for the pendant, control boxes or on the hoist these surfaces must only be cleaned with a damp cloth (water), which reduces electrostatic charging due to friction from wiping with a cloth.

COMPRESSED AIR HOSES

All air hoses used in a Zone 1 + 21 & 2 + 22 areas should be 'Anti-Static' with a sufficiently low surface resistance to prevent an electrostatic ignition hazard. The Hose should always have a higher Safe Working Pressure than the hoist and above that of the air supply from the compressor.

Air supply hoses need to be certified with a current report on the condition of the hose and checked before fitting to the hoist. The burst of a hose or connection failure can create a dust cloud and also create a static charge.

Hose safety whip cables should be used to prevent hoses flying if a connection fails to limit the dust cloud and the flying hose.

*Red Rooster hoists should only be operated with compressed air.

MINING APPLICATIONS

In general most standard Red Rooster hoists can be used for underground mining operations along with the surface buildings and services. The equipment is certified for Group I M2 use, so must be switched off / isolated in the event of an emergency. The equipment has to be robust, non-sparking, taking into account the conditions and the handling underground and be built to survive along with explosive protection from Methane gas / dust - Firedamp. The maximum surface temperature of 150°C for coal dust atmospheres will not be reached where a coal dust layer can be formed or 450°C where coal dust will not form a layer.

For mining hoists the lubrication oil shall be replaced with non-flammable substances or substances not capable of forming explosive atmospheres (BS EN 1127-2:2014). Hoist lubrication is controlled by the drip setting on the lubricator and set as per the manual.



DANGER

- During use the operator must avoid loads or the bottom hook impacting with surrounding steel equipment and structural steel which may result in sparking or frictional sparks caused by dragging loads past fixed structures.
- Any impacts involving light metal or cast iron should be avoided and these materials either protected or removed from the area.
- Damaged or badly corroded coatings or chain should be replaced or repaired to keep up the ATEX rating of the equipment. For assistance contact RRL.
- Earthing of hoists is not usually required as the hook connection to structure allows the hoist to connect to earth.
- The running surfaces of beams and cranes should not be painted to allow wheels to earth to the structure.
- Stainless steel 'C' track systems should be applied with an earth wire to connect onto the structure.
- Plastic junction boxes should only be cleaned with water and a clean cloth to reduce any electrostatic charge coming from the rubbing of the plastic surface.
- Dust should not be allowed to accumulate on the hoist, trolley, crane or junction boxes.
- Only use a damp cloth for wiping plastic surfaces.



TECHNICAL SPECIFICATION - STANDARD 4 WHEEL TROLLEYS

12.1 TABLE 1

Lubricator recommended drop rate per minute

TROLLEY CAPACITY	CONTINUOUS OPERATION	INTERMITTENT OPERATION
3 to 6 Tonne	4 - 5	9 - 12
9 to 15 Tonne	5 - 6	10 - 12

TMH-6000/2-LHR

LOW HEADROOM AIR HOIST



RED ROOSTER
LIFTING

RAISING EXPECTATIONS

The **TMH-6000/2-LHR** is a 6 tonne low headroom chain hoist and trolley from Red Rooster Lifting. This is part of our air hoist and trolley range for lifting equipment applications in industry.

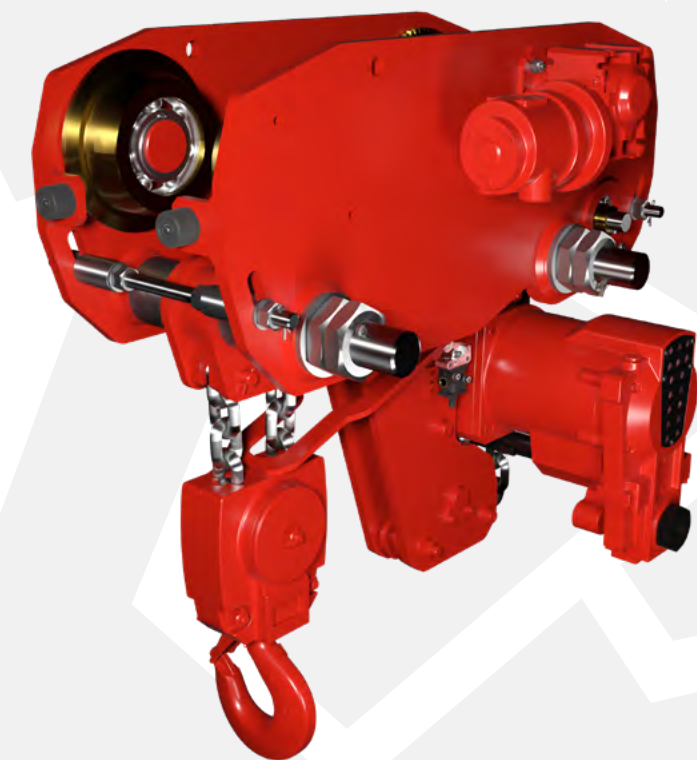
The new **Red Rooster Lifting** TMH series air hoist and trolleys have the highest lifting speed with the lowest headroom on the hoist market. With the high M4 classification of mechanism (ISO 4301-1) this high speed air hoist is extremely durable and will guarantee the continuity of your process. The TMH hoists are designed to operate at full lifting capacity with an air pressure from 4 – 6.3 bar. For full speed operation the hoist air pressure should be 6.3 bar.

STANDARD FEATURES

- Toku rotary vane motor
- Robust 3 step planetary gearbox
- Failsafe automatic internal disc brake
- Upper & lower limit switches
- Cast steel housing
- Internal silencing down to 80 dB(A)
- Alloy safety swivel hooks with safety catch
- Load chain of European manufacture EN818-7
- Automatic load limiter

AVAILABLE OPTIONS

- Marine specification
- Collision bumpers
- UK Ex scheme or ATEX zone 1 specification
- Articulated trolleys
- Rack & pinion drive
- Travel limits
- Air Service units
- Festoon systems
- Radio control remote
- Main air shut off valve
- Special paint systems
- Beam brake
- Other travel speeds



UK EX SCHEME ZONE 2
ATEX ZONE 2
AS STANDARD

T: +44 (0) 1651 872101
sales@redroosterlifting.com

REDROOSTERLIFTING.COM

Red Rooster Lifting Limited Nauta House, The Meadows, Oldmeldrum, Inverurie, Aberdeenshire, UK, AB51 0EZ

TMH-6000/2-LHR

LOW HEADROOM AIR HOIST



RED ROOSTER
LIFTING

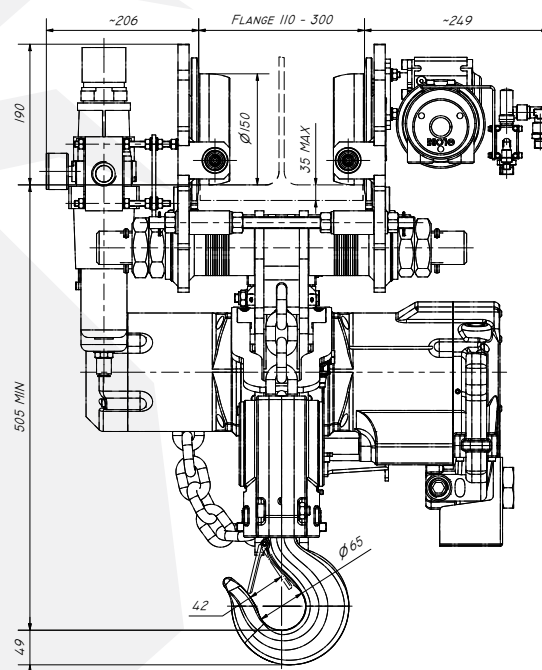
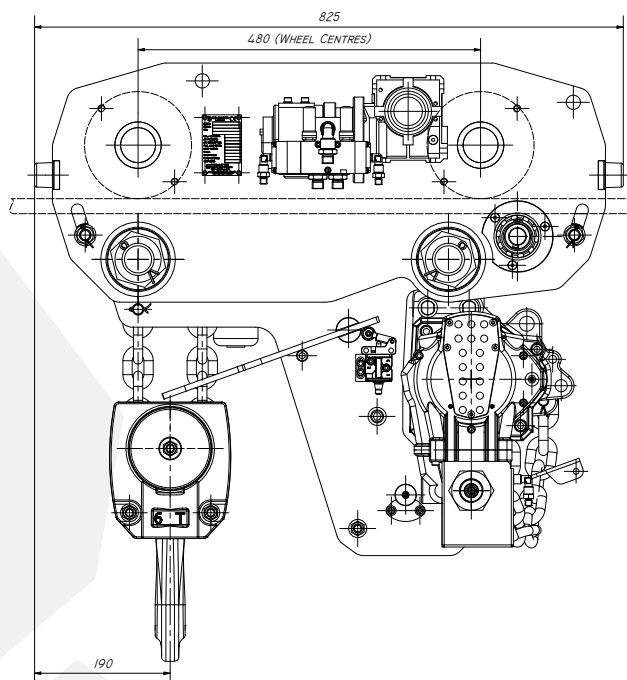
RAISING EXPECTATIONS

DIMENSIONS

All measurements are in mm
Information subject to change without notice

MODEL	TMH-6000/2-LHR
WLL	6000 kg
CHAIN FALLS	2
LIFTING SPEED FULL LOAD	2.7 m/min
LIFTING SPEED WITHOUT FULL LOAD	5.4 m/min
LOWERING SPEED FULL LOAD	5.1 m/min
TRAVEL SPEED	6.0 m/min
HOIST AIR CONSUMPTION	56 l/sec
TROLLEY AIR CONSUMPTION	25 l/sec
INLET CONNECTION	1" BSP
WEIGHT WITH 3M HOL	400 kg
ADDITIONAL METRE HOL	7.6 kg
FLANGE MINIMUM	110 mm
FLANGE MAXIMUM	300mm
G.A. DRAWING	RRL 1573-00

AT_S = STANDARD AT_ATX = ATEX



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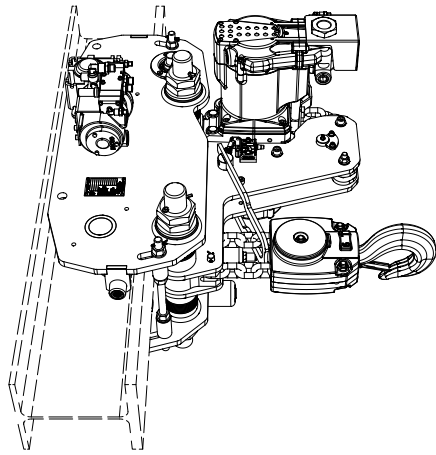
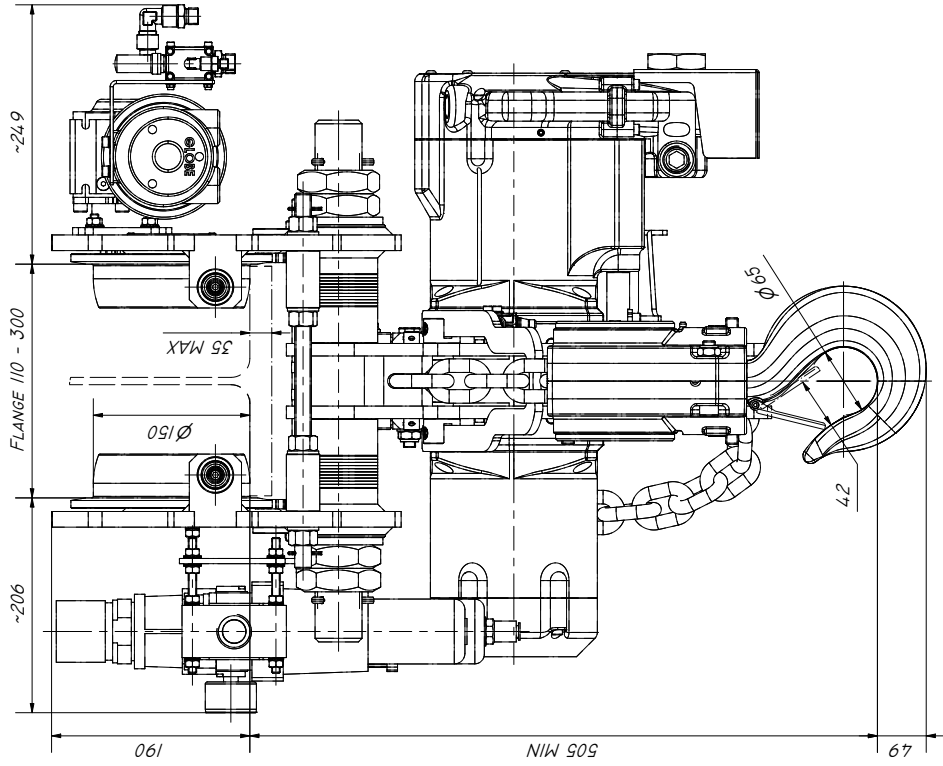
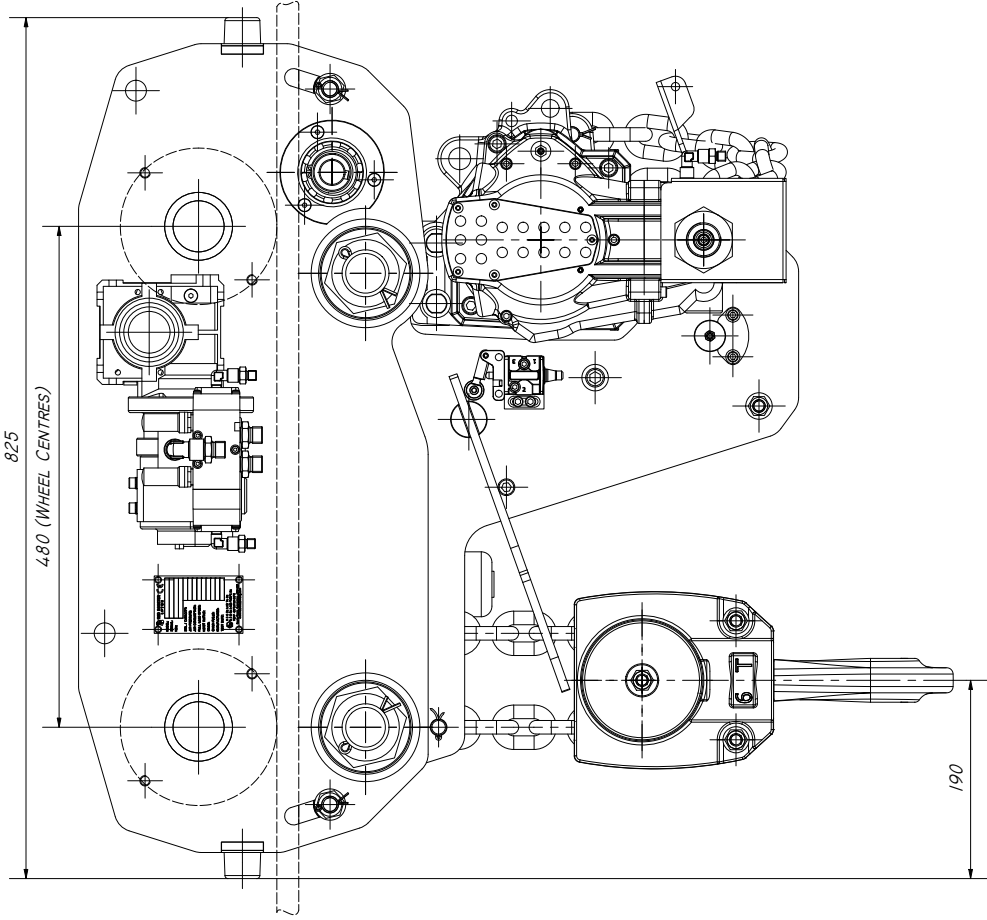
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Red Rooster Lifting Limited Nauta House, The Meadows, Oldmeldrum, Inverurie, Aberdeenshire, UK, AB51 0EZ

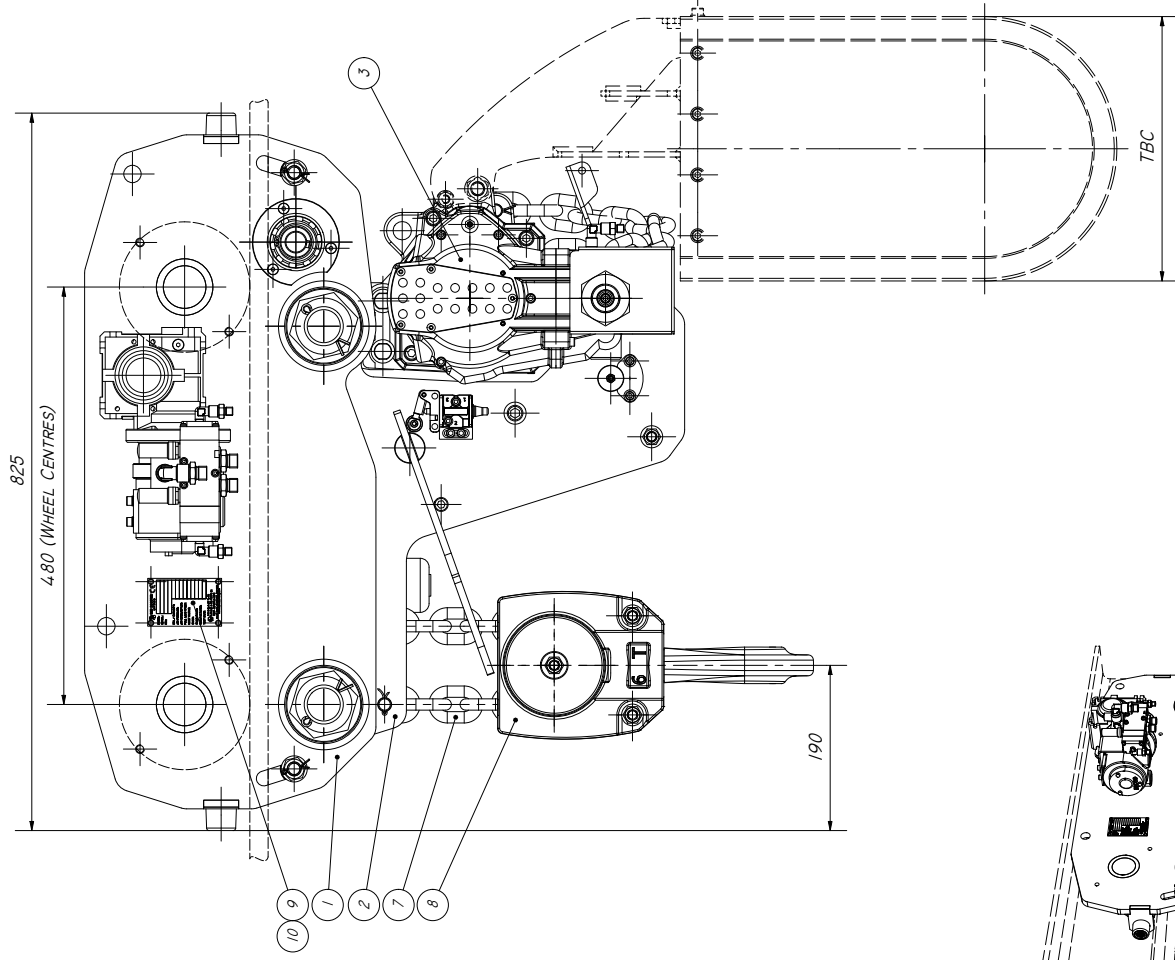
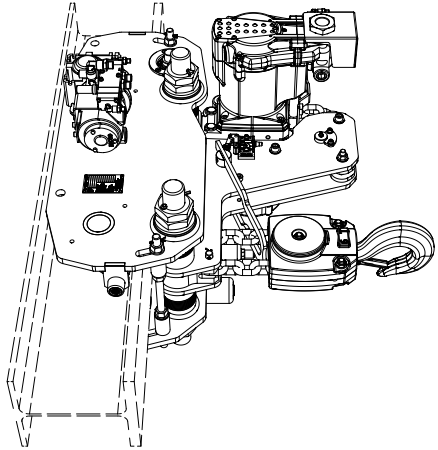


DRAWINGS AND PARTS LISTS

REVISION HISTORY		
REV.	DATE	APPROVED
0	06/09/2024	PAUL SHEWAN



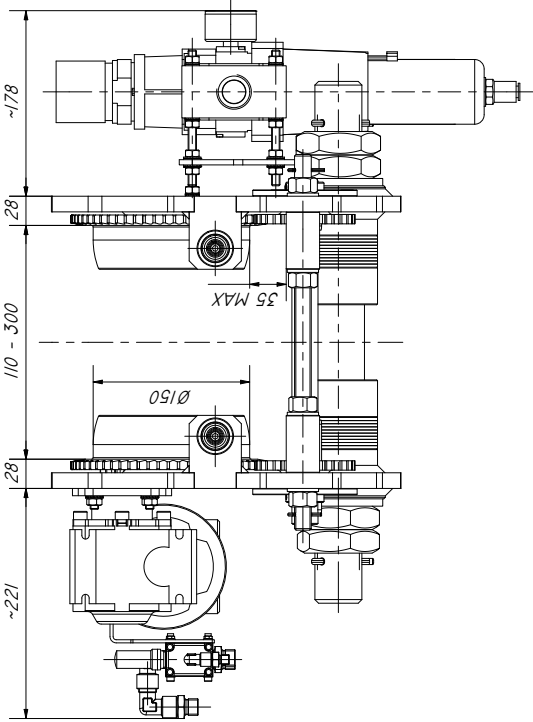
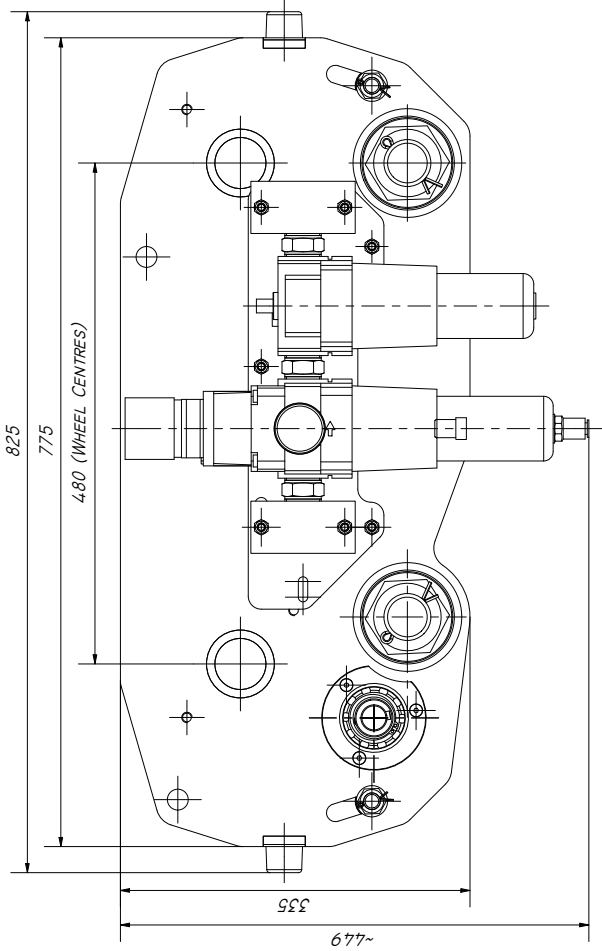
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DESIGNED BY		DATE		SIGNATURE		DATE		UNLESS OTHERWISE SPECIFIED	
DRAWN BY		04/09/2024		R. L. TWOREK		04/09/2024		ALL DIMENSIONS ARE IN MILLIMETERS	
CHECKED BY		05/09/2024		T. MIKOLAJEWSKI		REVISION WEIGHT		TOLERANCES	
APPROVED BY		05/09/2024		P. SHEWAN		0 ~4.00 KG		LINEAR	
SHEET SIZE		TITLE OF PROJECT				REPLACES DRAWING		ANGULAR	
A3		TMH6000 - 6 T 2F LHR				-		SURFACE ROUGHNESS	
								✓	
								IF IN DOUBT ASK	



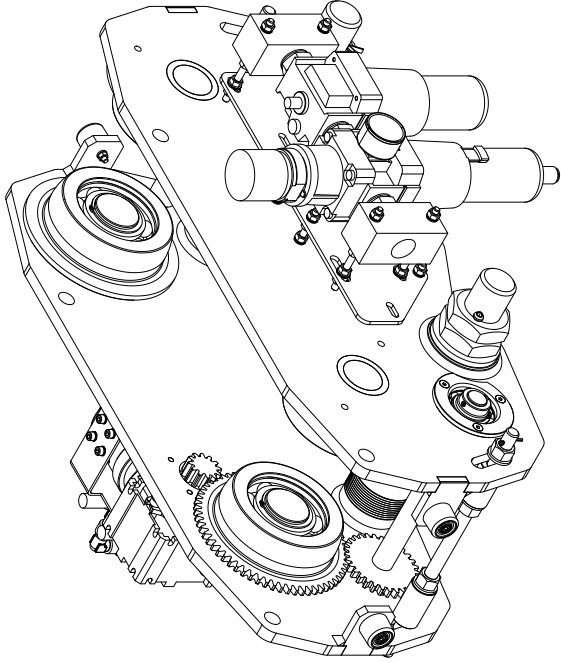
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		(OR EQUIVALENT)				
	SURNAME	DATE	SIGNATURE	 RED ROOSTER LIFTING RED ROOSTER LIFTING EULENBERG, NETHERLANDS HOUTPAAL 4400000120000 WWW.REDROOSTERLIFTING.COM		
DESIGNED BY	R. THOREK	04/09/2024	<i>R. Thorek</i>			
DRAWN BY	R. THOREK	04/09/2024	<i>R. Thorek</i>			
CHECKED BY	T. MICHAELSEN	05/09/2024	<i>T. Michael</i>			
APPROVED BY	P. SKEHAN	05/09/2024	<i>P. Skehan</i>			
SHEET SIZE A3	TITLE OF PROJECT			PROFILE NUMBER		
	TMH6000 - 6 T 2F LHR			-		
				SURFACE ROUGHNESS $\sqrt{\text{ }}$ IF IN DOUBT ASK		

3T IF LHR TROLLEY - STANDARD VERSION

REVISION HISTORY		
REV.	DATE	APPROVED
1	02/09/2024	PAUL SHEWAN



3T IF LHR Trolley - STANDARD VERSION - PARTS LIST			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	RRL 1572-03	MOTOR PLATE
2	1	RRL 1572-04	SIDE PLATE
3	4	DIN 625 SKF - SKF 6311-2Z	DEEP GROOVE BALL BEARINGS SINGLE ROW WITH TWO Z SHIELDS SKF
4	4	DIN 472 - I20 x 4	SPRING RETAINING RING
5	4	DIN 471 - 55 x 2	SPACER
6	4	RRL 1502-09	WASHER
7	4	RRL 1502-10	WASHER
8	4	DIN 125 - A 4.0	HEX NUT
9	8	ISO 4035 - M4.5	WASHER
10	4	ISO 1234 - 6.3 x 3.6	WASHER
11	4	DS1789	SPLIT PIN
12	4	ISO 4032 - M6	HEX NUT
13	8	DIN 912 - M6 x 4.0	HEX NUT
14	8	ISO 4032 - M16	WASHER
15	8	DIN 125 - A 17	WASHER
16	4	ISO 1234 - 3.2 x 2.5	WASHER
17	2	DIN 625 SKF - SKF 16008	SINGLE ROW BALL BEARINGS SKF
18	6	DIN 7991 - M6x20	HEXAGON SOCKET COUNTERSUNK HEAD CAP SCREWS
19	2	DIN 471 - 40x1.75	RETAINING RINGS FOR SHAFT
20	1	RRL 1572-15	TRANSFER SHAFT
21	1	DIN 913 - M6 x 8	HEXAGON SOCKET SET SCREW
22	1	DIN 6885 - A 8 x 7 x 3.6	PARALLEL KEY
23	1	DIN 6885 - A 8 x 7 x 9.0	PARALLEL KEY
24	1	RRL 17-01	TRANSITION PIECE
25	1	VAL-XXXX12	AIR MOTOR
26	1	RRL 1502-21	PISTON SHAFT
27	1	DIN 6885 - A 6 x 6 x 5.0	WASHER
28	1	DIN 9021 - 8.4	WASHER
29	1	DIN 912 - M6 x 2.5	CYLINDER HEAD CAP SCREW
30	4	ISO 4032 - M8	HEXAGON SOCKET SET SCREW
31	4	DIN 913 - M8 x 3.5	HEXAGON SOCKET SET SCREW
32	4	NL 851	HEXAGON SOCKET SET SCREW
33	4	DIN 912 - M8 x 3.5	HEXAGON SOCKET SET SCREW
34	1	ANSI B18.3 - 1/4" 20 UNC - 1 HS HCS	HEXAGON SOCKET HEAD CAP SCREW
35	1	SHS140AFH-FC63-EG 15-1	HEXAGON SOCKET HEAD CAP SCREW
36	1	CUB-01	VALVE BRACKET (MOTOR - VALVXX12)
37	1	DIN 912 - M6 x 12	M8 NORDLOCK WASHER CEDED PAIR
38	3	DIN 985 - M4	CYLINDER HEAD CAP SCREW
39	0	DIN 125 - A 1.3	WASHER
40	1	RRL 1500-CV	2T AIR TROLLEY CONTROL VALVE C/W FITTINGS
41	2	RRL 1572-11	LOAD BAR
42	2	RRL 1572-12	LIE ROD
43	2	RRL 1572-13	TRANSFER GEARWHEEL
44	2	RRL 1572-14	BEARING COVER
45	4	DIN 125 - A 6.4	WASHER
46	2	RRL 1502-12ST	PLAIN WHEEL - STANDARD VERSION
47	4	RRL 1502-14ST	ANTI TIP ROLLER - STANDARD VERSION
48	2	RRL 1502-15ST	GEAR WHEEL - STANDARD VERSION
49	3	DIN 912 - M4 x 4.0	CYLINDER HEAD CAP SCREW
50	1	RRL 1572-AS	AIR SUPPLY SET



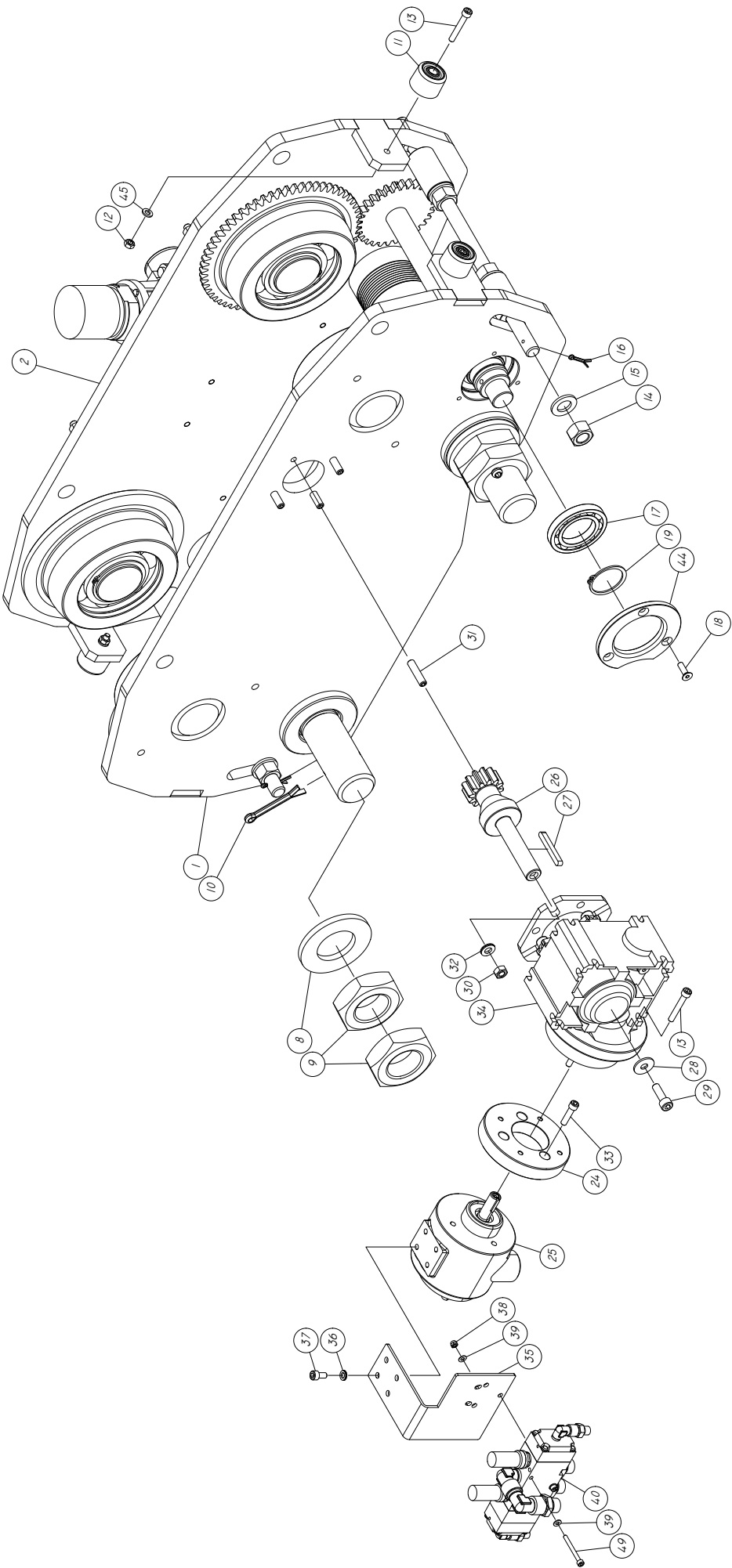
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DESIGNED BY	O. MORGAN	DATE	03/10/2021
DRAWN BY	O. MORGAN	REVISION WEIGHT	1 24.2 6 AG
CHECKED BY	G. KRUPINSKI	REPLACES DRAWING	-
APPROVED BY	B. AITKEN	PROFILE NUMBER	-
SHEET SIZE	A3	TITLE OF PROJECT	TMH3000 - 3T IF LHR



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UNLESS OTHERWISE SPECIFIED
ALL DIMENSIONS ARE IN MILLIMETERS
TOLERANCES
LINEAR
DIMENSIONS UP TO 300 ±0.1
DIMENSIONS 300 TO 1000 ±0.2
OTHER DIMENSIONS TO BE AGREED
OTHER DIMENSIONS TO BE AGREED
SURFACE ROUGHNESS Ra
IF IN DOUBT ASK

3T IF LHR Trolley - STANDARD VERSION



SCALE		MATERIAL		TITLE OF PART		PART NUMBER	
NTS		(see comments)		TROLLEY		RRL 1572-01	
DESIGNED BY		SIGNATURE	DATE	DATE		2 / 9	
DRAWN BY		O. MORGAN	29/09/2021	03/10/2021		UNLESS OTHERWISE SPECIFIED	
CHECKED BY		O. MORGAN	03/10/2021	REVISION		ALL DIMENSIONS IN MILLIMETERS	
APPROVED BY		G. KRUPINSKI	04/10/2021	WEIGHT		TOLERANCES	
SHEET SIZE		B. AITKEN	05/10/2021	REPLACES DRAWING		LINEAR	
A3		TITLE OF PROJECT		TMH3000 - 3T IF LHR		ANGULAR	
						SURFACE FINISH	
						IF IN DOUBT ASK	

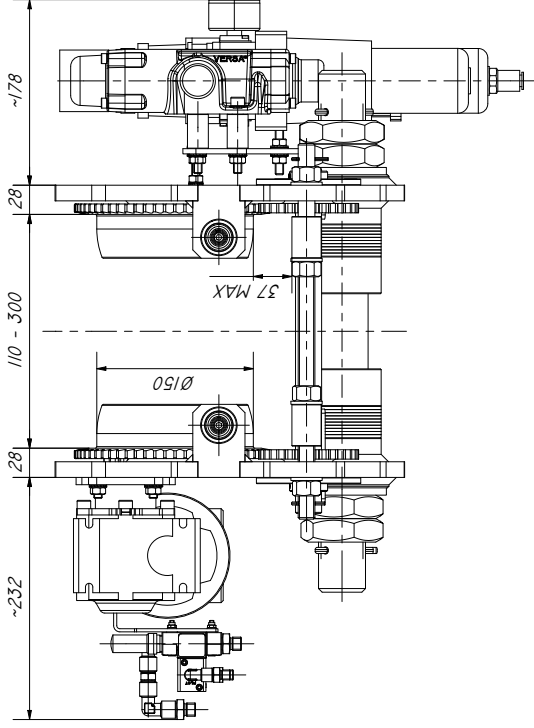
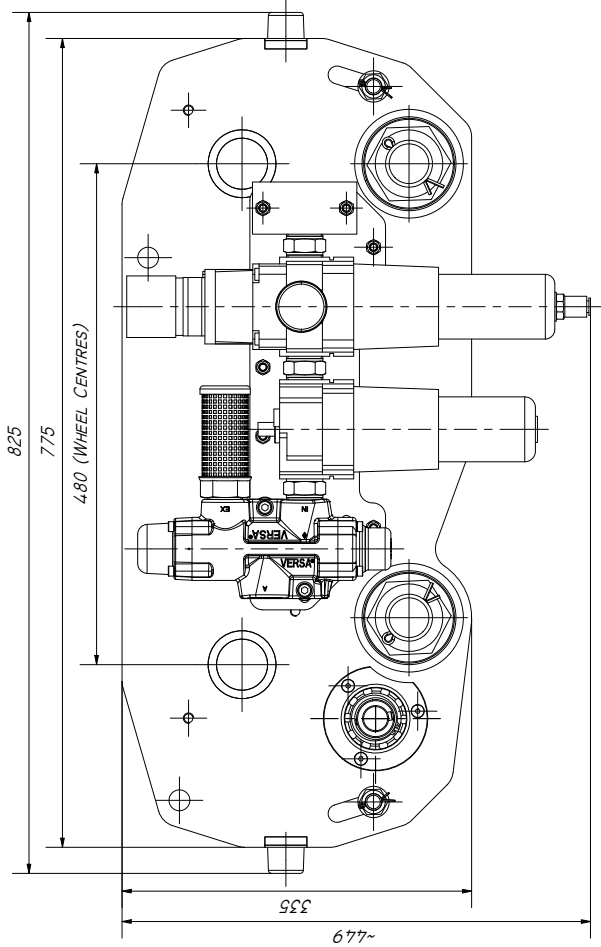
This technical drawing is an exploded view of a mechanical assembly, likely a pump or motor component. It shows the relationship between various parts, which are identified by numbered callouts from 1 to 50. The main components include:

- Base Plate (1):** A large, irregularly shaped plate with multiple mounting holes and circular features.
- Motor Assembly (50):** Located at the top right, it consists of a motor housing, a shaft, and a coupling.
- Shaft and Coupling (41, 42, 43, 44, 45, 46, 47):** A central shaft (41) with a coupling (42) and a nut (43). It is supported by bearings (44, 45) and a seal (46). A pin (47) is used to secure the assembly.
- Gears (20, 21, 22, 23, 24, 25, 26, 27, 28, 29):** A series of gears of different sizes and types (spur, bevel) that form the drive mechanism.
- Impeller (3):** A large, circular component with a central hub and a curved vane, mounted on the shaft.
- Seals and O-Rings (4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19):** Various seals and o-rings used to prevent leakage and ensure proper operation.
- Mounting Brackets (20, 21, 22, 23, 24, 25, 26, 27, 28, 29):** Brackets used to secure the assembly to a base or frame.

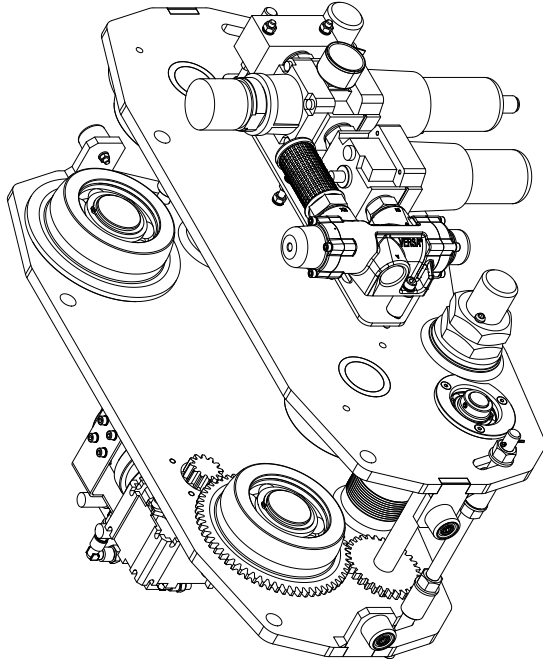
The diagram uses standard mechanical drawing conventions, including lines to indicate the assembly path and callouts to identify each part.

[illegible]

3T IF LHR TROLLEY - ATEX VERSION

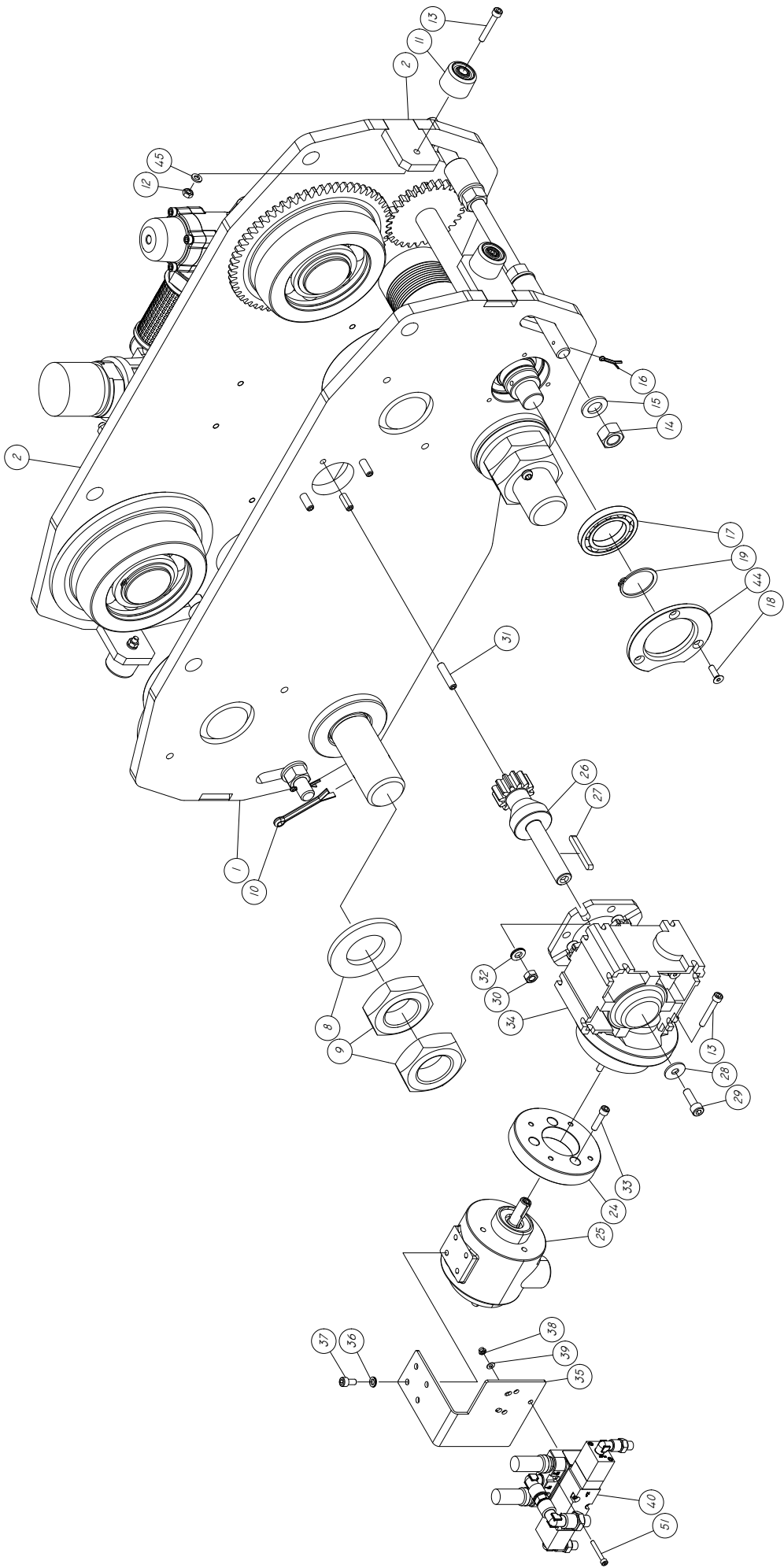


3T IF LHR TROLLEY - ATEX VERSION - PARTS LIST				
ITEM	QTY	PART NUMBER	DESCRIPTION	REV.
1	1	RRL 1572-03	MOTOR PLATE	0
2	1	RRL 1572-04	SIDE PLATE	1
3	4	DIN 626 SKF - SKF 6311-2Z	DEEP GROOVE BALL BEARINGS SINGLE ROW WITH TWO Z SHIELDS SKF	
4	4	DIN 472 - 120 x 4	SPRING RETAINING RING	
5	4	DIN 471 - 55 x 2	SPACER	0
6	4	RRL 1502-09	WASHER	0
7	4	RRL 1502-10	WASHER	
8	4	DIN 125 - A 4.6	HEX NUT	
9	8	ISO 4035 - M4.5	SPLIT PIN	
10	4	ISO 1234 - 6.3 x 5.6	1 3-8" BLACK RUBBER STOP	
11	4	DS1789	HEX NUT	
12	4	ISO 4032 - M6	CYLINDER HEAD CAP SCREW	
13	8	DIN 912 - M6 x 4.0	WASHER	
14	8	ISO 4032 - M16	SPLIT PIN	
15	8	DIN 125 - A 17	SINGLE ROW BALL BEARINGS SKF	
16	4	ISO 1234 - 3.2 x 2.5	HEXAGON SOCKET COUNTERSINK HEAD CAP SCREWS	0
17	2	DIN 625 SKF - SKF 16008	RETAINING RINGS FOR SHAFT	
18	6	DIN 7991 - M6x20	TRANSFER SHAFT	
19	2	DIN 471 - 40x1.75	PARALLEL KEY	
20	1	RRL 1572-15	HEXAGON SOCKET SET SCREW	
21	1	DIN 913 - M6 x 8	PARALLEL KEY	
22	1	DIN 6885 - A 8 x 7 x 3.6	TRANSITION PIECE	
23	1	DIN 6885 - A 8 x 7 x 9.0	AIR MOTOR	0
24	1	RRL 17-01	PISTON SHAFT	
25	1	VAL-JXXX12	WASHER	
26	1	RRL 1502-21	CYLINDER HEAD CAP SCREW	
27	1	DIN 6885 - A 6 x 6 x 5.0	HEX NUT	
28	1	DIN 9021 - 8.4	HEXAGON SOCKET SET SCREW	
29	1	DIN 912 - M6 x 2.5	M8 NORDLOCK WASHER LARGE DIAMETER GLUED PAIR	
30	4	ISO 4032 - M8	HEXAGON SOCKET HEAD CAP SCREW	
31	4	DIN 913 - M8 x 3.5	NORD GEARBOX	
32	4	NL 851	VALVE BRACKET (MOTOR - VAL-JXX12)	0
33	3	ANSI B18.3 - 1/4" UNF - 1 HS HCS	M6 NORDLOCK WASHER CEDED PAIR	
34	1	SHS140AFH-FC63-EG 15-1	CYLINDER HEAD CAP SCREW	
35	1	CUB-01	WASHER	
36	1	DIN 912 - M6 x 12	2T AIR TROLLEY CONTROL VALVE C/W FITTINGS	
37	4	DIN 985 - M4	WASHER	
38	3	DIN 125 - A 1.3	LOAD BAR	0
39	1	RRL 1500-CV	LIE ROD	1
40	2	RRL 1572-11	TRANSFER GEARWHEEL	0
41	2	RRL 1572-12	BEARING COVER	0
42	2	RRL 1572-13	WASHER	
43	2	RRL 1572-14	AIR SUPPLY SET	1
44	2	DIN 125 - A 6.4	CYLINDER HEAD CAP SCREW	
45	1	RRL 1572-AS	ANTI TIP ROLLER - ATEX VERSION	
46	1	DIN 912 - M4 x 3.0	GEAR WHEEL - ATEX VERSION	0
47	3	RRL 1501-14AX	PLAIN WHEEL - ATEX VERSION	0
48	2	RRL 1502-11AX		
49	2	RRL 1502-12AX		



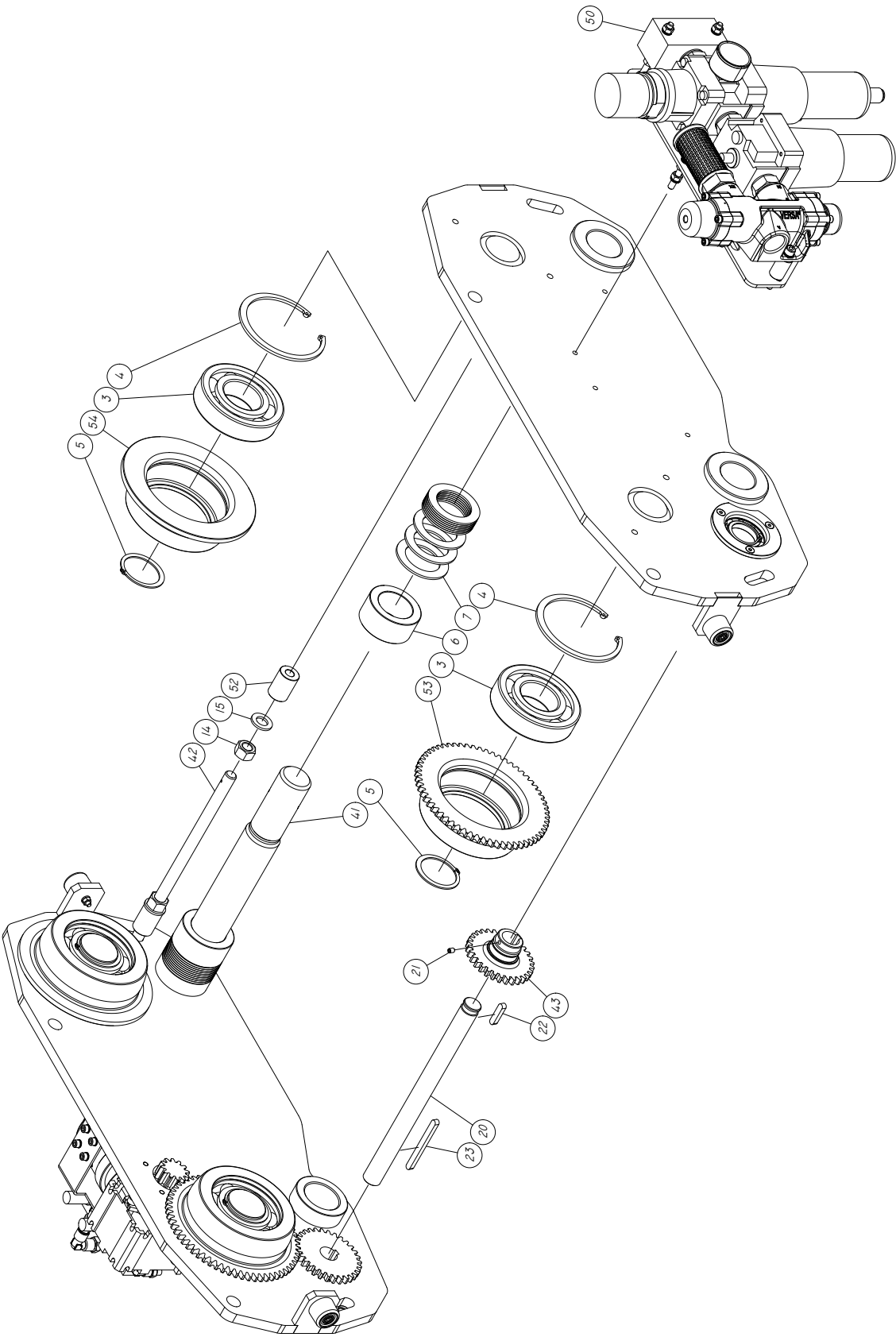
SCALE		MATERIAL		TITLE OF PART		TROLLEY		PART NUMBER	
NTS		(OR EQUIVALENT)						RRL 1572-01 4 / 9	
DESIGNED BY		SIGNATURE	DATE	DATE		REVISION WEIGHT		UNLESS OTHERWISE SPECIFIED	
O. MORGAN			29/09/2021	03/10/2021		1 242.6 KG		ALL DIMENSIONS ARE IN MILLIMETERS	
DRAWN BY			03/10/2021					TOLERANCES	
G. KRUPINSKI			03/10/2021					UP TO ±0.5 / 0.05	
CHECKED BY			04/10/2021					OVER 0.5 UP TO 1.0 / 0.1	
B. AITKEN			05/10/2021					OVER 1.0 UP TO 1.5 / 0.2	
APPROVED BY								OVER 1.5 UP TO 3.0 / 0.5	
								OVER 3.0 UP TO 6.0 / 1.0	
								OVER 6.0 UP TO 10.0 / 1.5	
SHEET SIZE		TITLE OF PROJECT		REPLACES DRAWING		PROFILE NUMBER		ANGULAR ±0.5°	
A3		TMH3000 - 3T IF LHR		-		-		SURFACE ROUGHNESS $\sqrt{R}$	
								IF IN DOUBT ASK	

3T IF LHR TROLLEY - ATEX VERSION



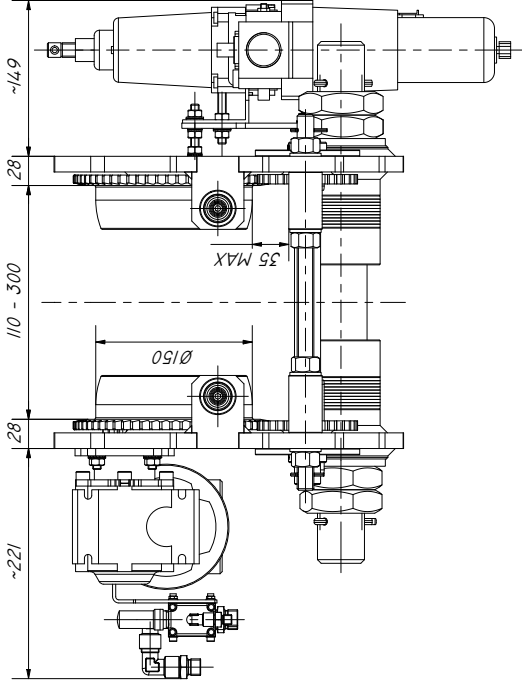
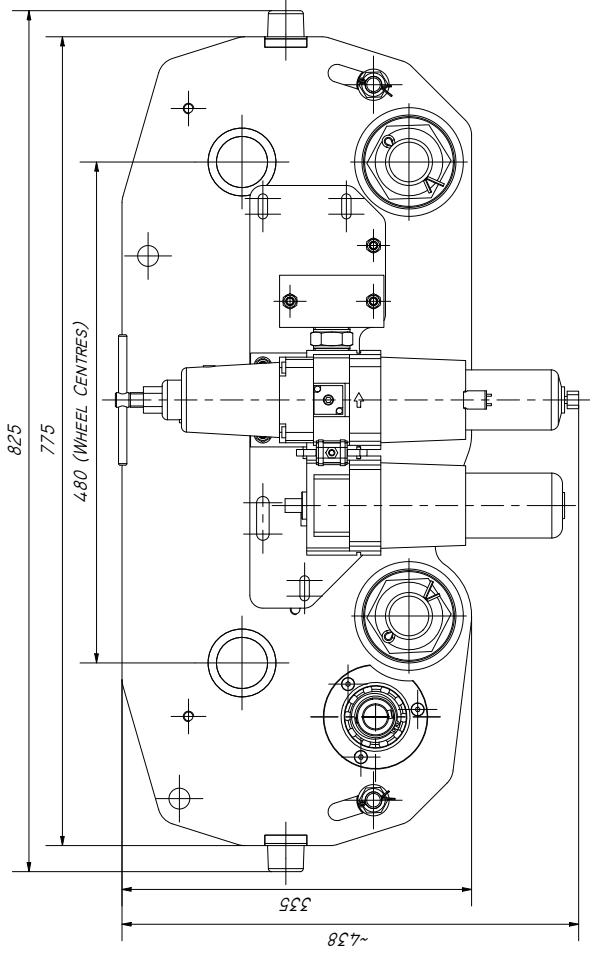
SCALE		MATERIAL		TITLE OF PART		PART NUMBER	
NTS		(see explanation)		TROLLEY		RRL 1572-01	
DESIGNED BY		SIGNATURE	DATE	DATE		5 7 9	
DRAWN BY		O. MORGAN	29/09/2021	03/10/2021		UNLESS OTHERWISE SPECIFIED	
CHECKED BY		G. KRUPINSKI	03/10/2021	REVISION WEIGHT		ALL DIMENSIONS IN MILLIMETERS	
APPROVED BY		B. AITKEN	05/10/2021	1 242.6 KG		TOLERANCES	
SHEET SIZE		TITLE OF PROJECT		REPLACES DRAWING		LINEAR	
A3		TMH3000 - 3T IF LHR		-		OVER 30 UP TO 100 ±0.1	
				-		OVER 100 UP TO 300 ±0.2	
						OTHER SURFACES TO 100 ±0.5	
						ANGULAR ±0.5°	
						SURFACE ROUGHNESS Ra	
						IF IN DOUBT ASK	

3T IF LHR TROLLEY - ATEX VERSION

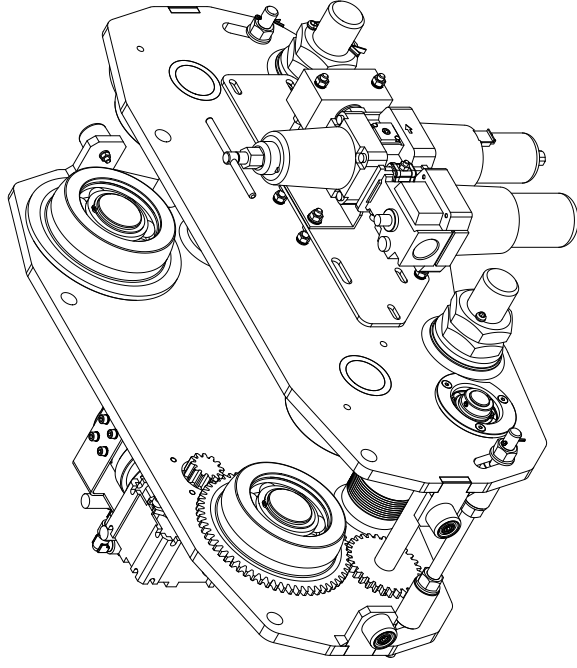


SCALE		MATERIAL		TITLE OF PART		PART NUMBER	
NTS		(see comments)		TROLLEY		RRL 1572-01	
DESIGNED BY		DATE		DATE		6 / 9	
DRAWN BY		SIGNATURE		03/10/2021		UNLESS OTHERWISE SPECIFIED	
CHECKED BY		03/10/2021		REVISION		ALL DIMENSIONS ARE IN MILLIMETERS	
APPROVED BY		04/10/2021		REVISION WEIGHT		LINEAR	
SHEET SIZE		05/10/2021		REPLACES DRAWING		TOLERANCES	
A3		TITLE OF PROJECT		-		OVER 30 UP TO 100 ±0.1	
						OVER 100 UP TO 150 ±0.2	
						OVER 150 UP TO 200 ±0.3	
						OVER 200 UP TO 300 ±0.5	
						OVER 300 UP TO 500 ±0.8	
						OVER 500 UP TO 1000 ±1.0	
						ANGULAR ±0.5°	
						SURFACE ROUGHNESS Ra	
						IF IN DOUBT ASK	

3T IF LHR TROLLEY - SPECIAL VERSION



3T IF LHR Trolley - SPECIAL VERSION - PARTS LIST				
ITEM	QTY	PART NUMBER	DESCRIPTION	REV.
1	1	RRL 1572-03	MOTOR PLATE	0
2	1	RRL 1572-04	SIDE PLATE	1
3	4	DIN 625 SKF - SKF 6311-2Z	DEEP GROOVE BALL BEARINGS SINGLE ROW WITH TWO Z SHIELDS SKF	
4	4	DIN 472 - 120 x 4	SPRING RETAINING RING	
5	4	DIN 471 - 55 x 2	SPACER	0
6	4	RRL 1502-09	WASHER	0
7	4	RRL 1502-10	WASHER	
8	4	DIN 125 - A 4.6	HEX NUT	
9	8	ISO 4035 - M4.5	1 3-8" BLACK RUBBER STOP	
10	4	ISO 1234 - 6.3 x 5.6	CYLINDER HEAD CAP SCREW	
11	4	DS1789	HEX NUT	
12	4	ISO 4032 - M6	WASHER	
13	8	DIN 912 - M6 x 4.0	SPLIT PIN	
14	8	ISO 4032 - M16	HEX NUT	
15	8	DIN 125 - A 17	CYLINDER HEAD CAP SCREW	
16	4	ISO 1234 - 3.2 x 2.5	WASHER	
17	2	DIN 625 SKF - SKF 16008	SINGLE ROW BALL BEARINGS SKF	
18	6	DIN 7991 - M6x20	HEXAGON SOCKET COUNTERSINK HEAD CAP SCREWS	
19	2	DIN 471 - 40x1.75	RETAINING RINGS FOR SHAFT	0
20	1	RRL 1572-15	TRANSFER SHAFT	
21	1	DIN 913 - M6 x 8	HEXAGON SOCKET SET SCREW	
22	1	DIN 6885 - A 8 x 7 x 3.6	PARALLEL KEY	
23	1	DIN 6885 - A 8 x 7 x 9.0	PARALLEL KEY	0
24	1	RRL 17-01	TRANSITION PIECE	
25	1	VAL-JXX12	AIR MOTOR	
26	1	RRL 1502-21	PISTON SHAFT	0
27	1	DIN 6885 - A 6 x 6 x 5.0	PARALLEL KEY	
28	1	DIN 912 - 8.4	WASHER	
29	1	DIN 912 - M6 x 2.5	CYLINDER HEAD CAP SCREW	
30	4	ISO 4032 - M8	HEX NUT	
31	4	DIN 913 - M8 x 3.5	HEXAGON SOCKET SET SCREW	
32	4	NL 851	M8 NORDLOCK WASHER LARGE DIAMETER GLUED PAIR	
33	3	ANSI B18.3 - 1/4" - 20 UNC - 1 HS HCS	HEXAGON SOCKET HEAD CAP SCREW	
34	1	SHS140AFH-FC63-EG 15-1	VALVE BRACKET (MOTOR - VAL-JXX12)	0
35	1	CUB-01	M6 NORDLOCK WASHER CEDED PAIR	
36	1	DIN 912 - M6 x 12	CYLINDER HEAD CAP SCREW	
37	4	DIN 985 - M4	WASHER	
38	3	DIN 125 - A 1.3	2T AIR TROLLEY CONTROL VALVE C/W FITTINGS	0
39	0	RRL 1500-CV	LOAD BAR	1
40	1	RRL 1572-11	LIE ROD	
41	2	RRL 1572-12	TRANSFER GEARWHEEL	0
42	2	RRL 1572-13	BEARING COVER	0
43	2	RRL 1572-14	WASHER	
44	2	DIN 125 - A 6.4	PLAIN WHEEL - STANDARD VERSION	0
45	4	RRL 1502-12ST	ANTI TIP ROLLER - STANDARD VERSION	
46	2	RRL 1502-14ST	GEAR WHEEL - STANDARD VERSION	0
47	4	RRL 1502-15ST	CYLINDER HEAD CAP SCREW	
48	2	DIN 912 - M4 x 4.0	AIR SUPPLY SET	1
49	3	RRL 1572-AS		
50	1			



SCALE		MATERIAL		TITLE OF PART		PART NUMBER	
NTS		(SEE EXPLANATION)		TROLLEY		RRL 1572-01	
DESIGNED BY		SIGNATURE	DATE	DATE		7 1 9	
DRAWN BY		O. MORGAN	29/09/2021	03/10/2021		UNLESS OTHERWISE SPECIFIED	
CHECKED BY		O. MORGAN	03/10/2021	REVISION WEIGHT		ALL DIMENSIONS IN MILLIMETERS	
APPROVED BY		G. KRUPINSKI	04/10/2021	1 24.2 6 KG		TOLERANCES	
SHEET SIZE		B. AITKEN	05/10/2021	REPLACES DRAWING		LINEAR	
A3				-		OVER 100 UP TO 1000 ±0.1	
				TITLE OF PROJECT		OVER 1000 UP TO 10000 ±0.15	
				TMH3000 - 3T IF LHR		OVER 10000 UP TO 100000 ±0.5	
				PROFILE NUMBER		ANGULAR ±0.5°	
				-		SURFACE ROUGHNESS Ra	
				-		IF IN DOUBT ASK	



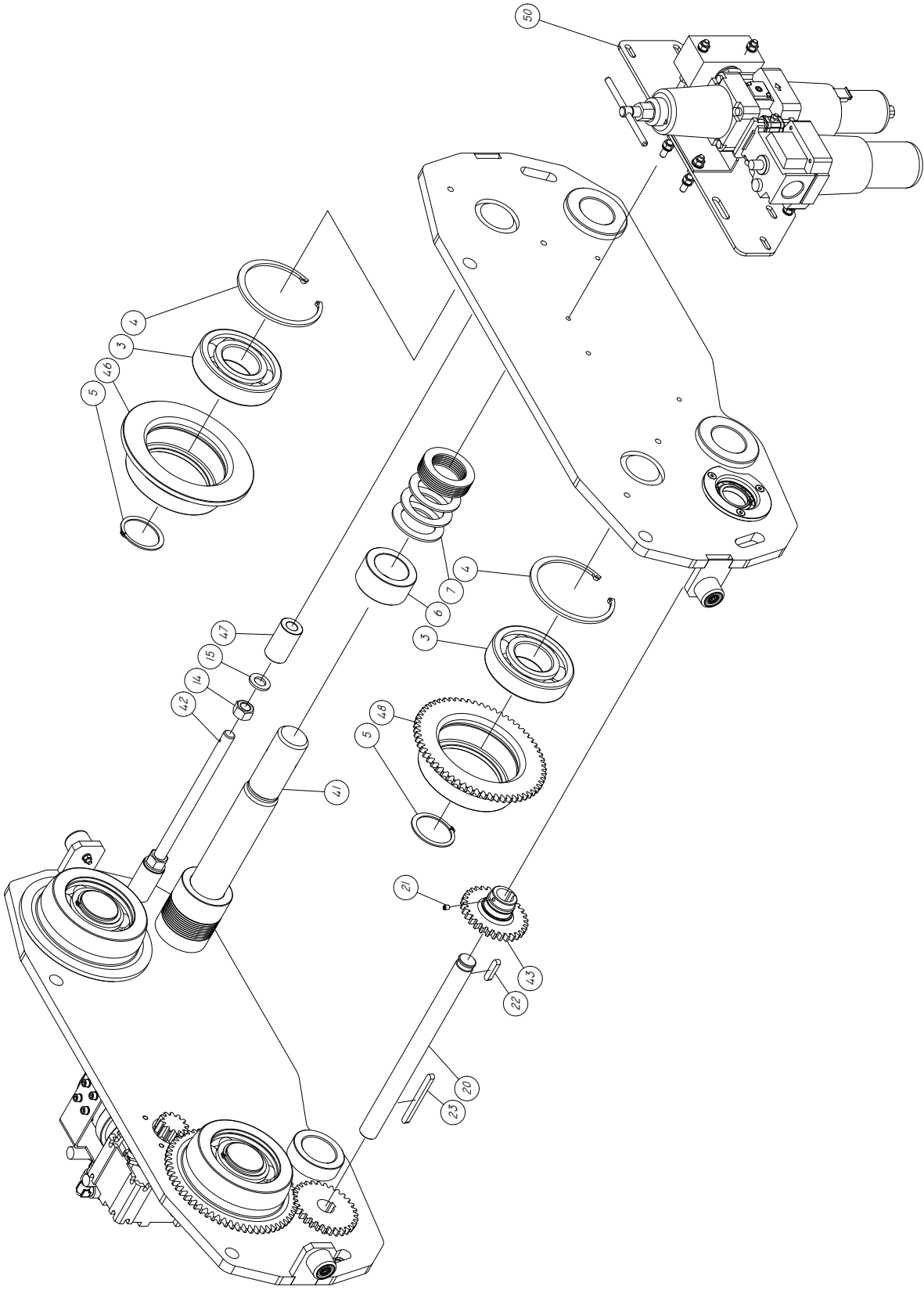
TMH3000 - 3T IF LHR

This technical drawing is an exploded view of a mechanical assembly, showing the relationship between various components. The parts are numbered as follows:

- 1**: Main housing or base plate.
- 2**: Longitudinal support rail or guide.
- 3**: Small pin or screw at the top right.
- 4**: Small pin or screw near the top right.
- 5**: Gear or pulley component.
- 6**: Small pin or screw near the gear.
- 7**: Small pin or screw near the gear.
- 8**: Flange or ring component.
- 9**: Nut or washer component.
- 10**: Small pin or screw near the flange.
- 11**: Small pin or screw near the top right.
- 12**: Small pin or screw near the top right.
- 13**: Small pin or screw near the top right.
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- 51**: Small pin or screw near the top right.
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- 59**: Small pin or screw near the top right.
- 60**: Small pin or screw near the top right.
- 61**: Small pin or screw near the top right.
- 62**: Small pin or screw near the top right.
- 63**: Small pin or screw near the top right.
- 64**: Small pin or screw near the top right.
- 65**: Small pin or screw near the top right.
- 66**: Small pin or screw near the top right.
- 67**: Small pin or screw near the top right.

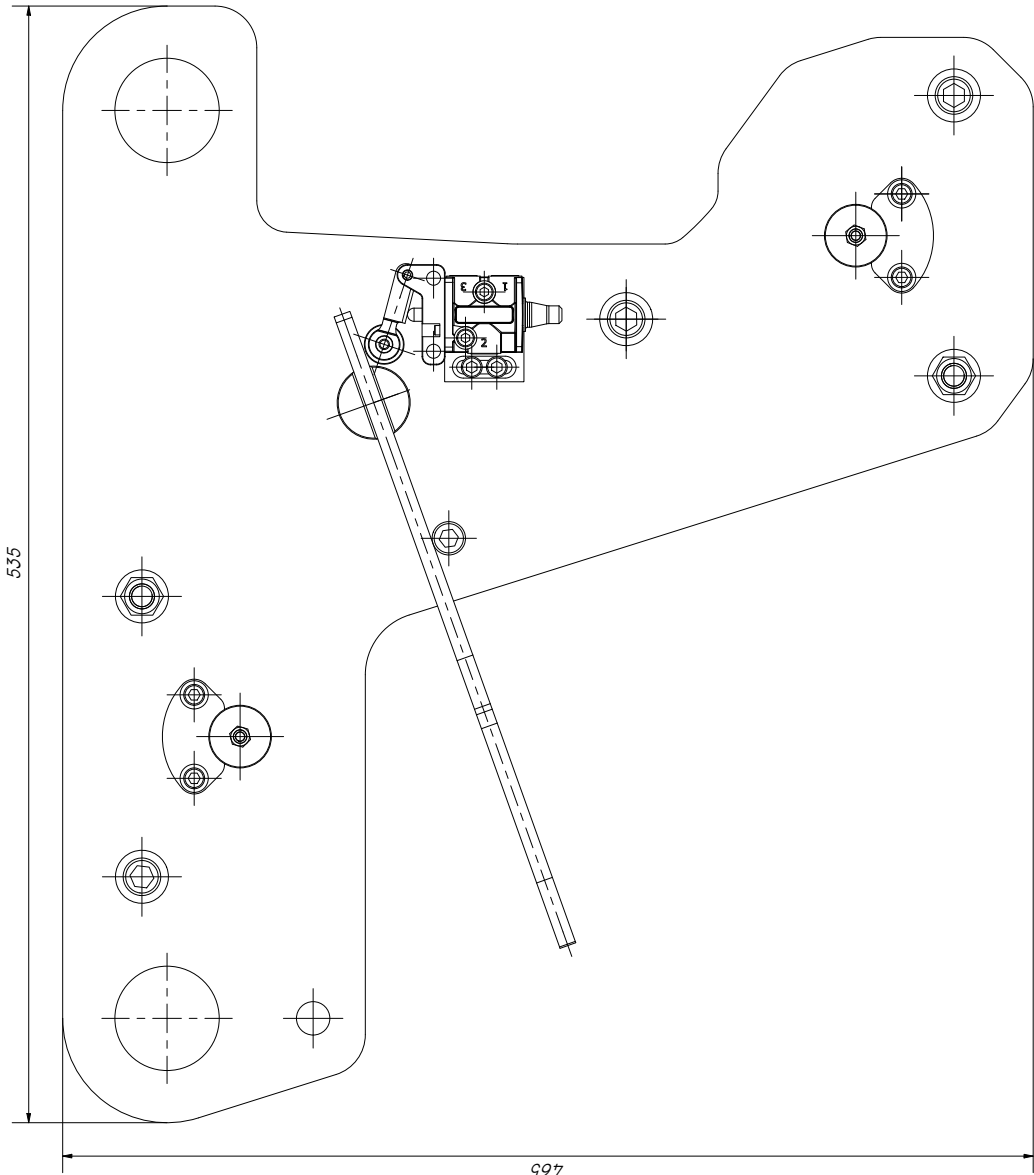
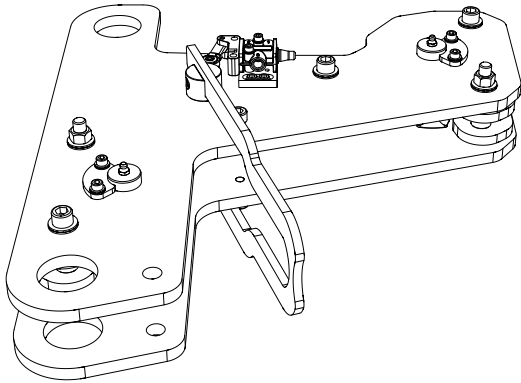
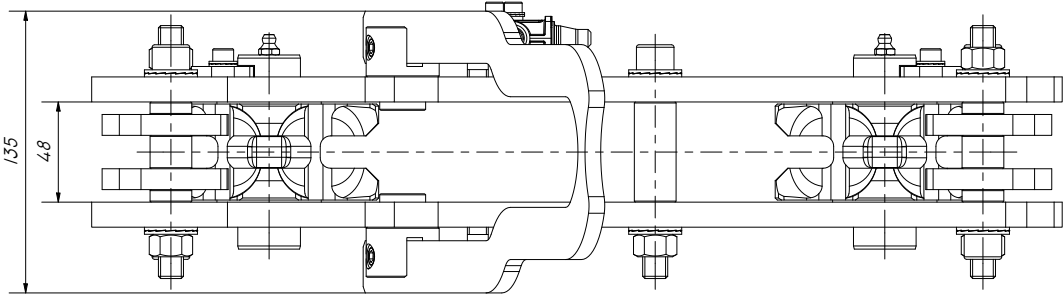
SCALE NTS	MATERIAL	TITLE OF PART			TROLLEY		PART NUMBER RRL 1572-01 8 / 9	
		(SEE EQUIVALENT)						
DESIGNED BY	C. MORGAN	DATE	29/09/2021	SIGNATURE		 RED ROOSTER LIFTING 1572-01 ALUMINIUM LIFTING TROLLEY 1572-01 THE ALUMINIUM LIFTING TROLLEY 1572-01 WWW.ALUMINIUMLIFTING.COM		
DRAWN BY	C. MORGAN	03/10/2021						
CHECKED BY	G. KUPINSKI	04/10/2021						
APPROVED BY	B. AITKEN	05/10/2021						
SHEET SIZE A3	TITLE OF PROJECT			TMH3000 - 3T 1F LHR				
		DATE		03/10/2021		REVISION WEIGHT	1 242.6 KG	
						REPLACES DRAWING		-
						PROFILE NUMBER		-
						UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS ARE IN MILLIMETERS TOLERANCES LINEAR OVER 30 UP TO 100 ±0.4 OVER 100 UP TO 300 ±0.5 OVER 300 UP TO 1000 ±0.6 ANGULAR ±0.5° SURFACE ROUGHNESS √ IF IN DOUBT ASK		

3T IF LHR TROLLEY - SPECIAL VERSION

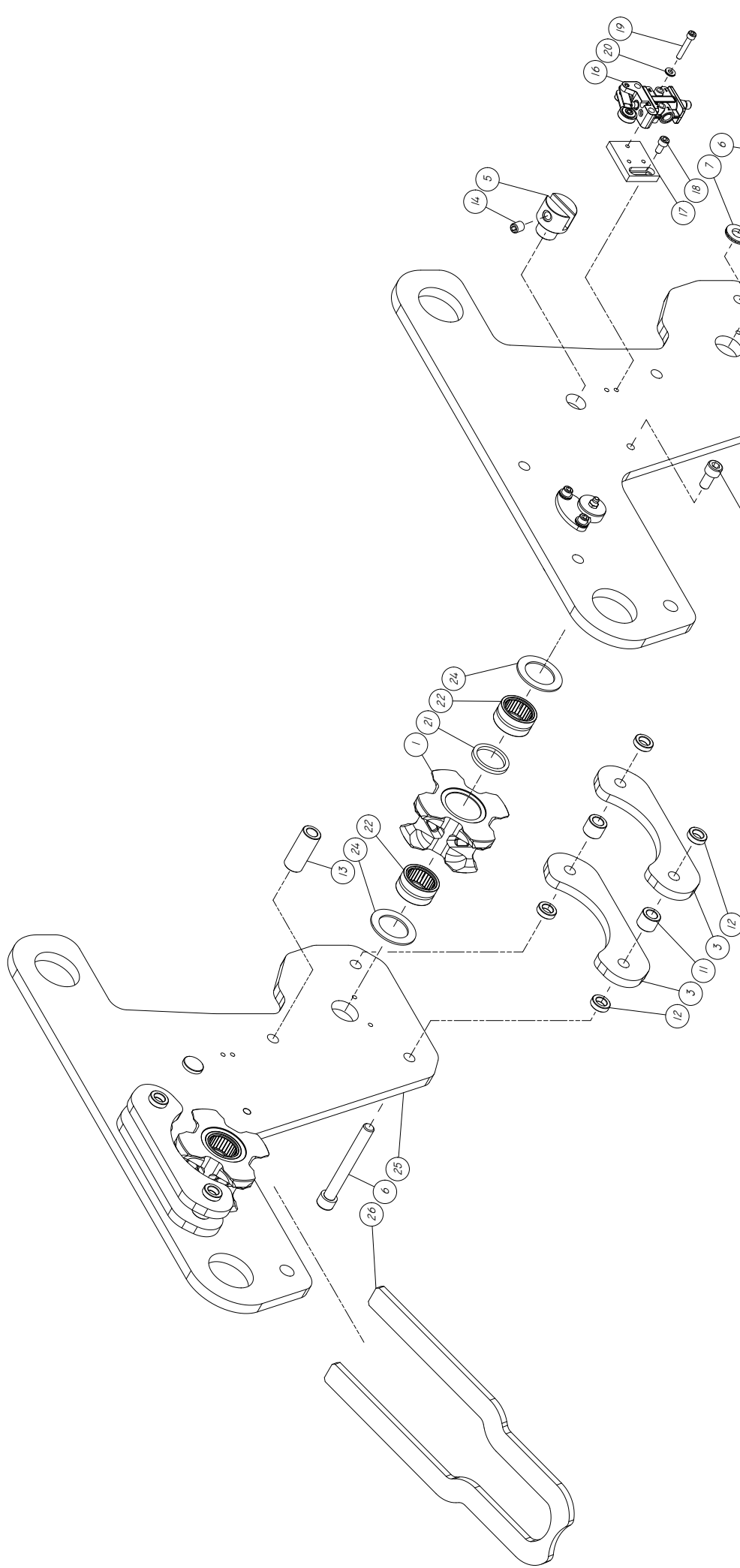


SCALE		MATERIAL		TITLE OF PART		PART NUMBER	
NTS		(see comments)		TROLLEY		RRL 1572-01	
DESIGNED BY	O. MORGAN	DATE	29/09/2021	SIGNATURE		9	9
DRAWN BY	O. MORGAN	DATE	03/10/2021	SIGNATURE		UNLESS OTHERWISE SPECIFIED	
CHECKED BY	G. KRUPINSKI	DATE	04/10/2021	SIGNATURE		ALL DIMENSIONS ARE IN MILLIMETERS	
APPROVED BY	B. AITKEN	DATE	05/10/2021	SIGNATURE		TOLERANCES	
SHEET SIZE	A3	TITLE OF PROJECT		TMH3000 - 3T IF LHR		LINEAR	
						OVER 30 UP TO 100 ±0.1	
						OVER 100 UP TO 1000 ±0.2	
						OVER 1000 UP TO 10000 ±0.5	
						OTHER SURFACES TO 10000 ±0.5	
						ANGULAR ±0.5°	
						SURFACE ROUGHNESS Ra	
						IF IN DOUBT ASK	

REVISION HISTORY		
REV.	DATE	APPROVED
0	03/10/2023	PAUL SHEWMAN

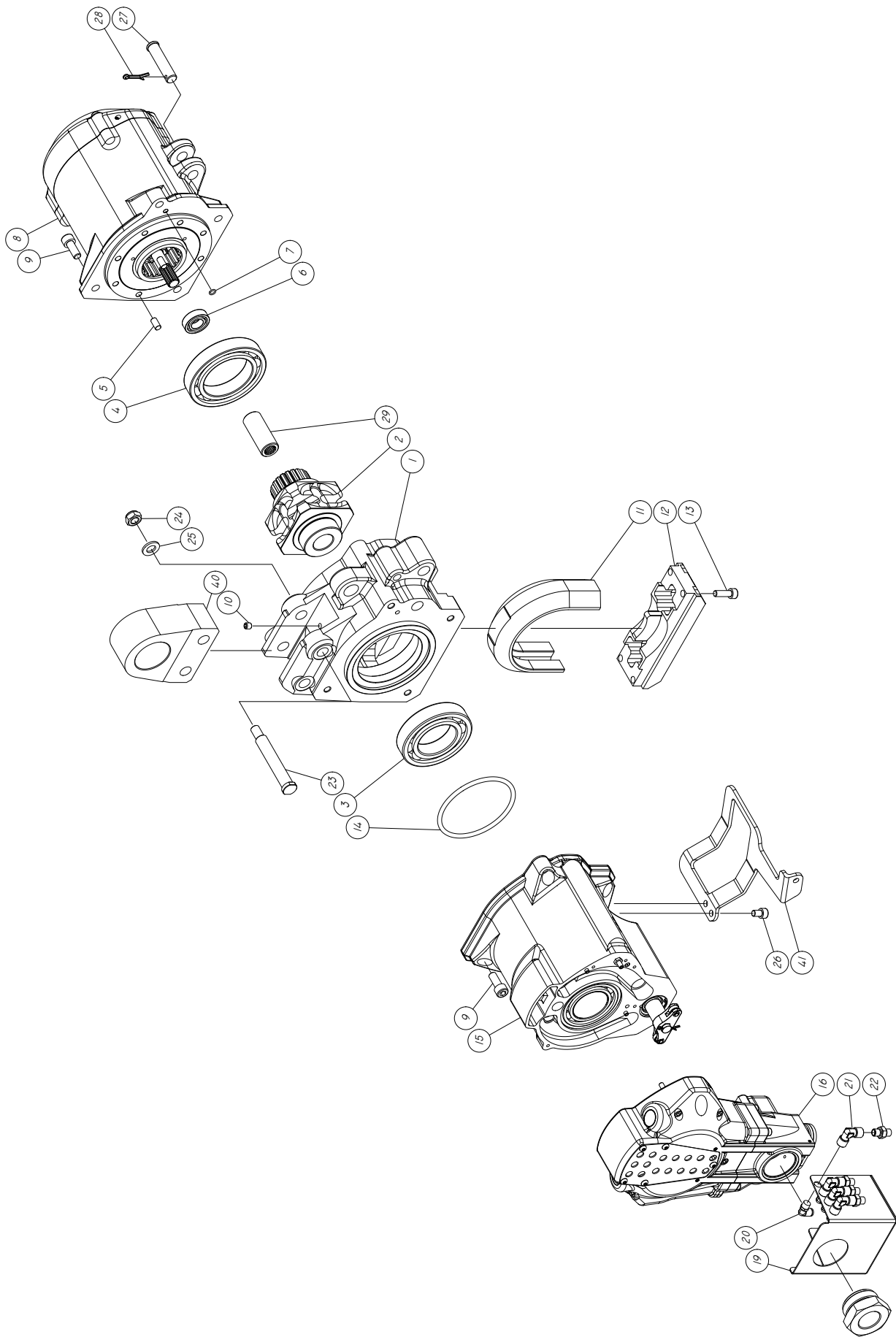


SCALE	MATERIAL	TITLE OF PART		PART NUMBER
NTS		LHR FRAME		RRL 1573-01
DESIGNED BY	T. MINOLLA-LEWIS	DATE	02/10/2023	1 / 2
DRAWN BY	T. MINOLLA-LEWIS	REVISION WEIGHT	0	
CHECKED BY	P. SHEWMAN	REPLACES DRAWING	31.0 KG	
APPROVED BY	P. SHEWMAN	PROFILE NUMBER	-	
SHEET SIZE	A3	 RED ROOSTER LIFTING MADE IN AUSTRALEIA THE NATIONAL CLIMBING & RIGGING ASSOCIATION TEL: 08 8344 8888 FAX: 08 8344 8889 WWW.ROOSTERLIFTING.COM		
		UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS ARE IN MILLIMETERS TOLERANCES LINEAR OTHER THAN UP TO 30.0 OTHER THAN UP TO 100.0 OTHER THAN UP TO 300.0 OTHER THAN 300.0 & 450.0 ANGULAR ±0.5° SURFACE ROUGHNESS $\sqrt{R}$ IF IN DOUBT ASK		
		TMH6000 - 6T-2F LHR		



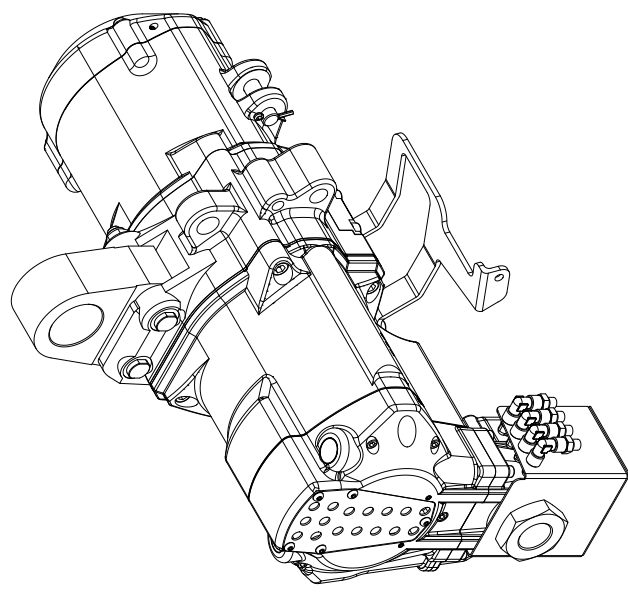
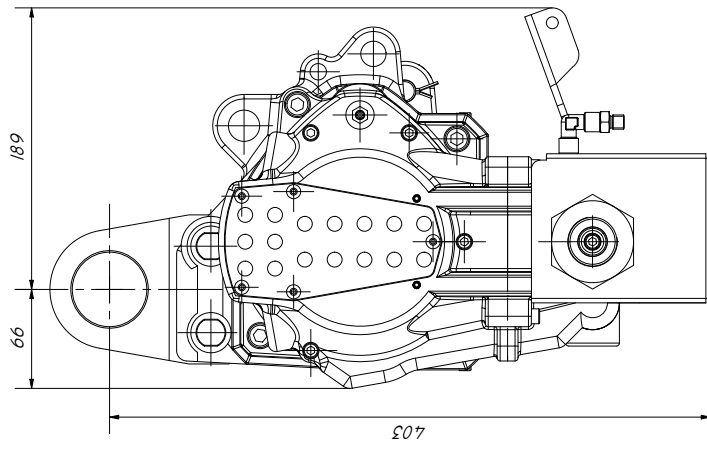
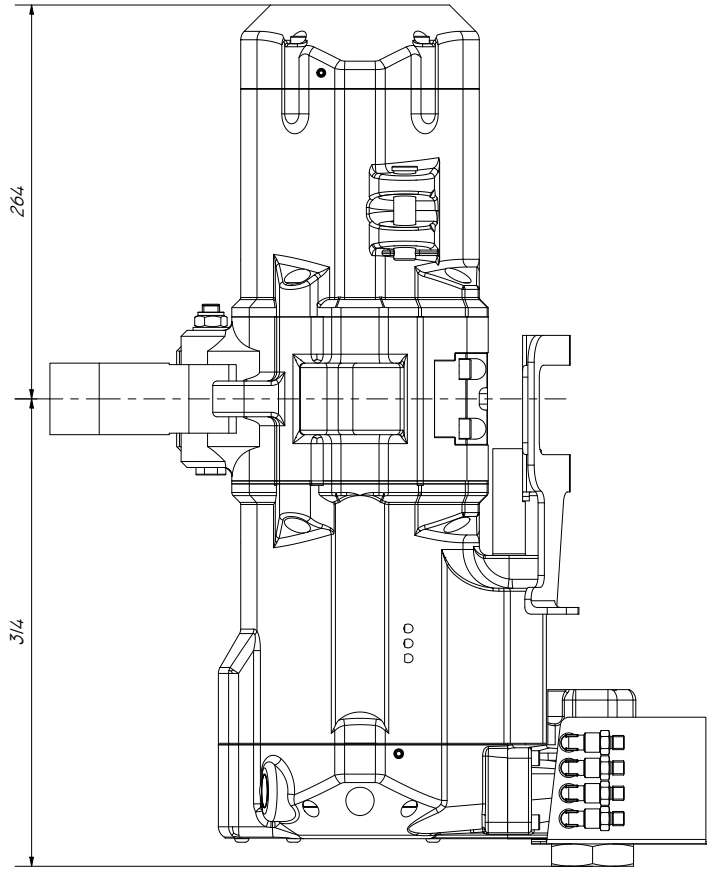
PARTS LIST			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	2	RRL PW336-01	CHAIN WHEEL (33X36 CHAIN)
2	2	RRL 1572-16	WHEEL SHAFT
3	4	RRL 1572-09	CHAIN GUIDE
4	2	RRL 1572-10	ANTIROTATION PLATE
5	2	RRL 1572-17	PUSHER STUB AXLE
6	5	ISO 4762 - M12 x 100	HEXAGON SOCKET HEAD CAP SCREW
7	10	NL12SP	M12 NORDLOCK WASHER LARGE DIAMETER GLUED PAIR
8	5	ISO 4032 - M12	HEX NUT
9	4	NL6SP	M6 NORDLOCK WASHER LARGE DIAMETER GLUED PAIR
10	4	ISO 4762 - M6 x 16	HEXAGON SOCKET HEAD CAP SCREW
11	4	RRL 1572-18	CHAIN GUIDE SPACER
12	8	RRL 1572-19	CHAIN GUIDE SPACER
13	1	RRL 1572-20	LINK
14	2	DIN 913 - M10 x 12	HEXAGON SOCKET SET SCREW
15	2	ISO 4762 - M10 x 20	HEXAGON SOCKET HEAD CAP SCREW
16	1	030P9302	LIMIT SWITCH
17	1	RRL L58-01	LIMIT SWITCH BRACKET
18	2	DIN 912 - M6 x 12	CYLINDER HEAD CAP SCREW
19	2	DIN 912 - M6 x 50	M5 NORDLOCK WASHER LARGE DIAMETER GLUED PAIR
20	2	NL5SP	BEARING SPACER
21	2	RRL BS036-01	NEEDLE ROLLER BEARING
22	4	DIN 714/2 - M10 x 11 - 3L	LUBRICATING NIPPLE, CONED TYPE A
23	4	RRL BS036-03	SPACER RING
24	2	RRL 1572-03	LHR FRAME PLATE
25	1	RRL 1573-02	PUSHER PLATE

SCALE		MATERIAL		TITLE OF PART		PART NUMBER	
NTS		(SEE EXPLANATION)		LHR FRAME		RRL 1573-01	
DESIGNED BY		SIGNATURE	DATE	DATE		2 / 2	
DRAWN BY		T. MICHALCZAK	23/08/2023	02/10/2023		UNLESS OTHERWISE SPECIFIED	
CHECKED BY		P. SIEWIAN	03/10/2023	REVISION WEIGHT		ALL DIMENSIONS IN MILLIMETERS	
APPROVED BY		P. SIEWIAN	04/10/2023	0		TOLERANCES	
SHEET SIZE		TITLE OF PROJECT		REPLACES DRAWING		LINEAR	
A3		TMH6000 - 6T 2F LHR		-		OVER 30 UP TO 100 ±0.1	
				-		OVER 100 UP TO 150 ±0.2	
						OVER 150 UP TO 300 ±0.3	
						OVER 300 UP TO 500 ±0.5	
						ANGULAR ±0.5°	
						SURFACE ROUGHNESS Ra	
						IF IN DOUBT ASK	



RRL 1572-DU DU C/W TOP EYE

SCALE		MATERIAL		TITLE OF PART		DRIVE UNIT		PART NUMBER	
NTS						RED ROOSTER LIFTING		RRL 1572-DU	
DESIGNED BY		O. MORGAN		SIGNATURE		DATE		1 / 4	
DRAWN BY		O. MORGAN		SIGNATURE		13/04/2021		ALL DIMENSIONS ARE IN MILLIMETERS	
CHECKED BY		W. MORRISON		SIGNATURE		REVISION WEIGHT		TOLERANCES	
APPROVED BY		B. AITKEN		SIGNATURE		1 - ~90KG		LINEAR	
SHEET SIZE		TITLE OF PROJECT				REPLACES DRAWING		UP TO 0.1	
A3		TMH3000 - 3T IF LHR				-		OVER 0.1 UP TO 0.05	
								OVER 0.05 UP TO 0.02	
								OVER 0.02 UP TO 0.01	
								OVER 0.01 UP TO 0.005	
								OVER 0.005	
								ANGULAR ±0.5°	
								SURFACE ROUGHNESS √	
								IF IN DOUBT ASK	



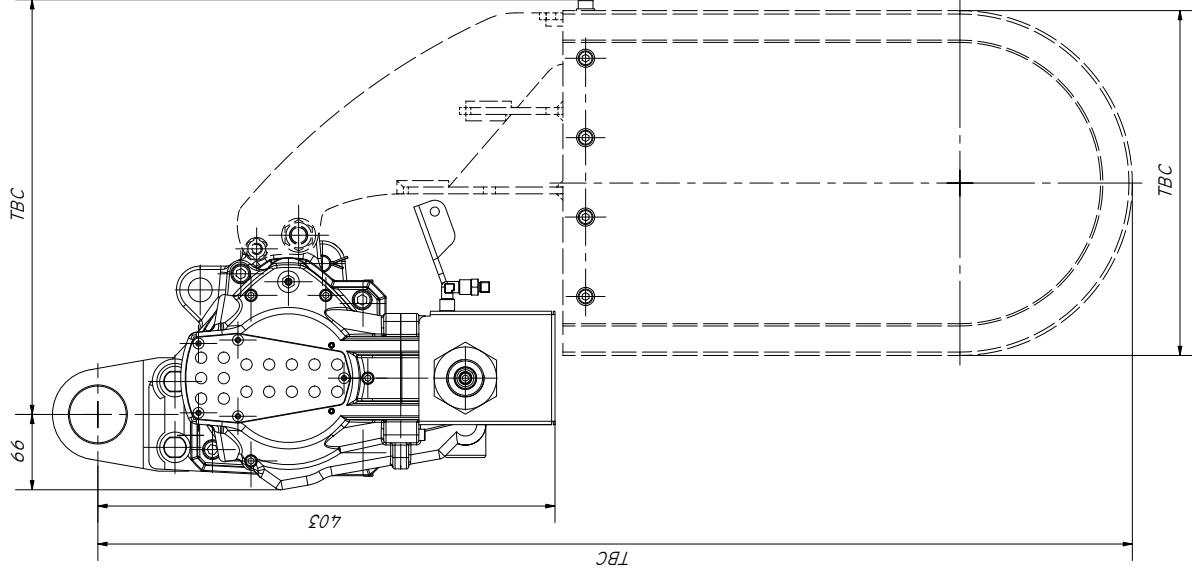
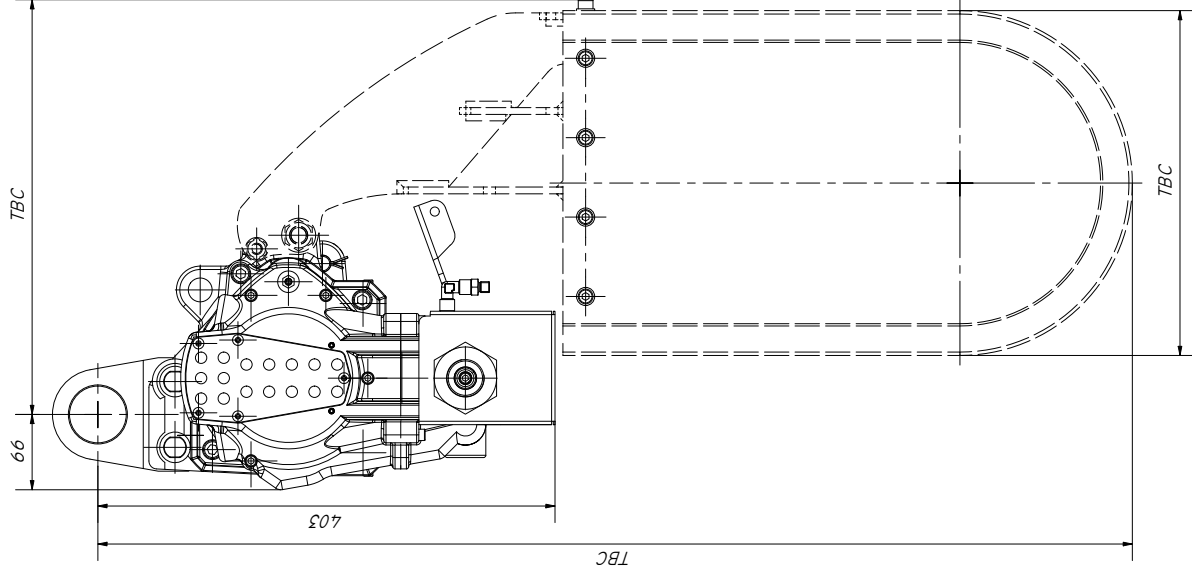
RRL 1572-DU C/W TOP EYE PARTS LIST

ITEM	QTY	PART NUMBER	DESCRIPTION	REV.
1	1	425806400	CENTRE HOUSING	
2	1	425806450	LOAD SHEAVE	
3	1	130109012	BEARING 6212ZZ	
4	1	130109015	BEARING 6016ZZ	
5	8	426325540	DOWEL PIN	
6	1	130104004	BEARING 6003	
7	1	130103005	G-RING S-7	
8	1	TMH-3000 LGB	GEARBOX	
9	8	130100025	HEXAGON SOCKET HEAD CAP SCREW M10X25	
10	1	130108018	HEX SOCKET SET SCREW M8X8	
11	1	425806350	CHAIN GUIDE	
12	1	425806350	CHAIN SEPARATOR	
13	4	130100025	HEX SOCKET HEAD CAP SCREW M8X25	
14	1	130103005	G-RING P-100	
15	1	TMH-3000 AM	AIR MOTOR	
16	1	TMH-30 CV	CONTROL VALVE	
19	1	PER-01	PERMANENT BRACKET TO TMH-3000 & TMH-10	0
20	4	K02106-01NS	1/8" BSP MALE DRIVE PLUG FIT ELBOW	
21	4	FEL02NP	1/8" FEMALE ELBOW	
22	4	109-0202	1/8" MALE TO 1/8" MALE NIPPLE	
23	4	425806220	HANGER PIN	
24	2	130501012	U NUT M12	
25	2	130107012	WASHER M12	
26	2	130108012	HEX SOCKET HEAD CAP SCREW M8X12	
27	1	425806060	CHAIN SET PIN	
28	1	130106025	SPRIT PIN 4X25	
29	1	425806200	COUPLING	
40	1	RRL 1572-21	LINK PLATE	0
41	1	RRL 4258061010-01	LIMIT PADBLE	0

SCALE	MATERIAL	TITLE OF PART	DRIVE UNIT	PART NUMBER
NTS				RRL 1572-DU
DESIGNED BY	SIGNATURE	DATE	REVISION WEIGHT	2 1 4
O. MORGAN	O. MORGAN	29/09/2021	13/04/2021	
DRAWN BY	W. MORRISON	14/04/2021	1	
CHECKED BY	B. AITKEN	15/04/2021	~90KG	
APPROVED BY			REPLACES DRAWING	
			-	
SHEET SIZE		TITLE OF PROJECT	PROFILE NUMBER	
A3		TMH3000 - 3T IF LHR	-	

RED ROOSTER LIFTING
MAKING LIFTING THE EASY WAY
CLIMBING UP TO THE ROOF
THE STANDARD 8000mm MAX
WWW.ROOSTERLIFT.COM

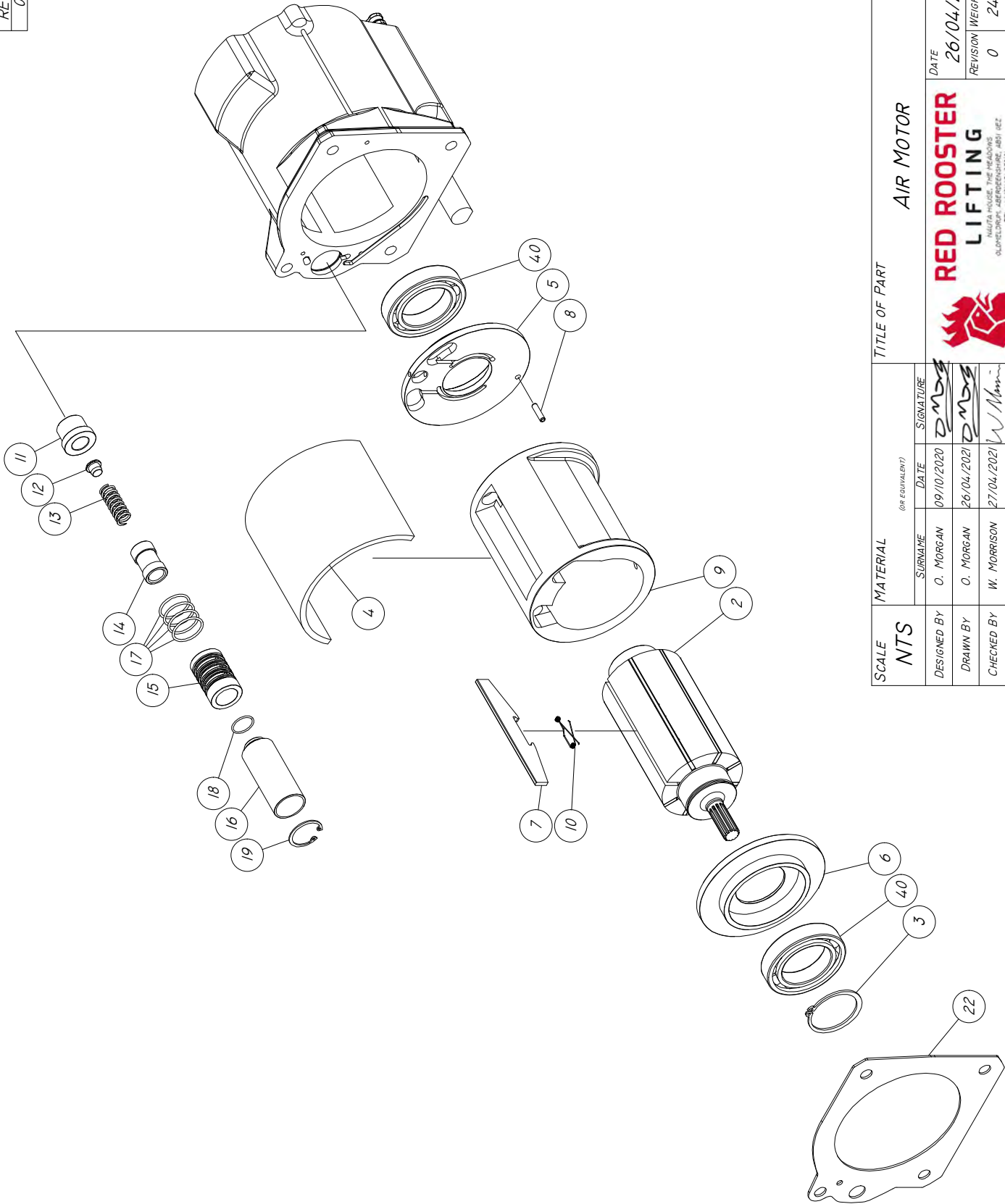
UNLESS OTHERWISE SPECIFIED
ALL DIMENSIONS ARE IN MILLIMETERS
TOLERANCES
LINEAR
OTHER THAN 10:1 TO 1:10
OTHER THAN 10:1 TO 1:10
OTHER THAN 10:1 TO 1:10
OTHER THAN 10:1 TO 1:10
ANGULAR $\pm 0.5^\circ$
SURFACE ROUGHNESS $\sqrt{R}$
IF IN DOUBT ASK



RED ROOSTER
LIFTING
MAINTA HOUSE, THE HEADQUARTERS
CLUNGROUPE, ABERDEENSHIRE AB9 6EZ
TEL: 01463 721111
WWW.REDROOSTERLIFTING.CO.UK

SCALE		MATERIAL		TITLE OF PART		DRIVE UNIT		PART NUMBER		
NTS		(REVISOR?)						RRL 1572-DU 4 / 4		
DESIGNED BY	SIGNATURE	DATE	SIGNATURE	RED ROOSTER LIFTING 10000 W. 140TH AVE. SUITE 100 CLARK COUNTY, MINNESOTA 55379 TEL: 763-443-9300 FAX: 763-443-9301 WWW.REDROOSTERLIFTING.COM						
DRAWN BY	O. MORRAN	13/04/2021								
CHECKED BY	W. MORRISON	14/04/2021								
APPROVED BY	B. AITKEN	15/04/2021								
SHEET SIZE	TITLE OF PROJECT									
A3		TMH3000 - 3T IF LHR			DATE 13/04/2021		REVISION WEIGHT 1 -90KG REPLACES DRAWING -		UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS ARE IN MILLIMETERS TOLERANCES LINEAR HOLE POSITION ±0.13mm OVER & UP TO 12.5mm HOLE SIZE ±0.13mm OVER & UP TO 12.5mm HOLE POSITION ±0.13mm OVER & UP TO 12.5mm ANGULAR ±0.5° SURFACE ROUGHNESS √ IF IN DOUBT ASK	

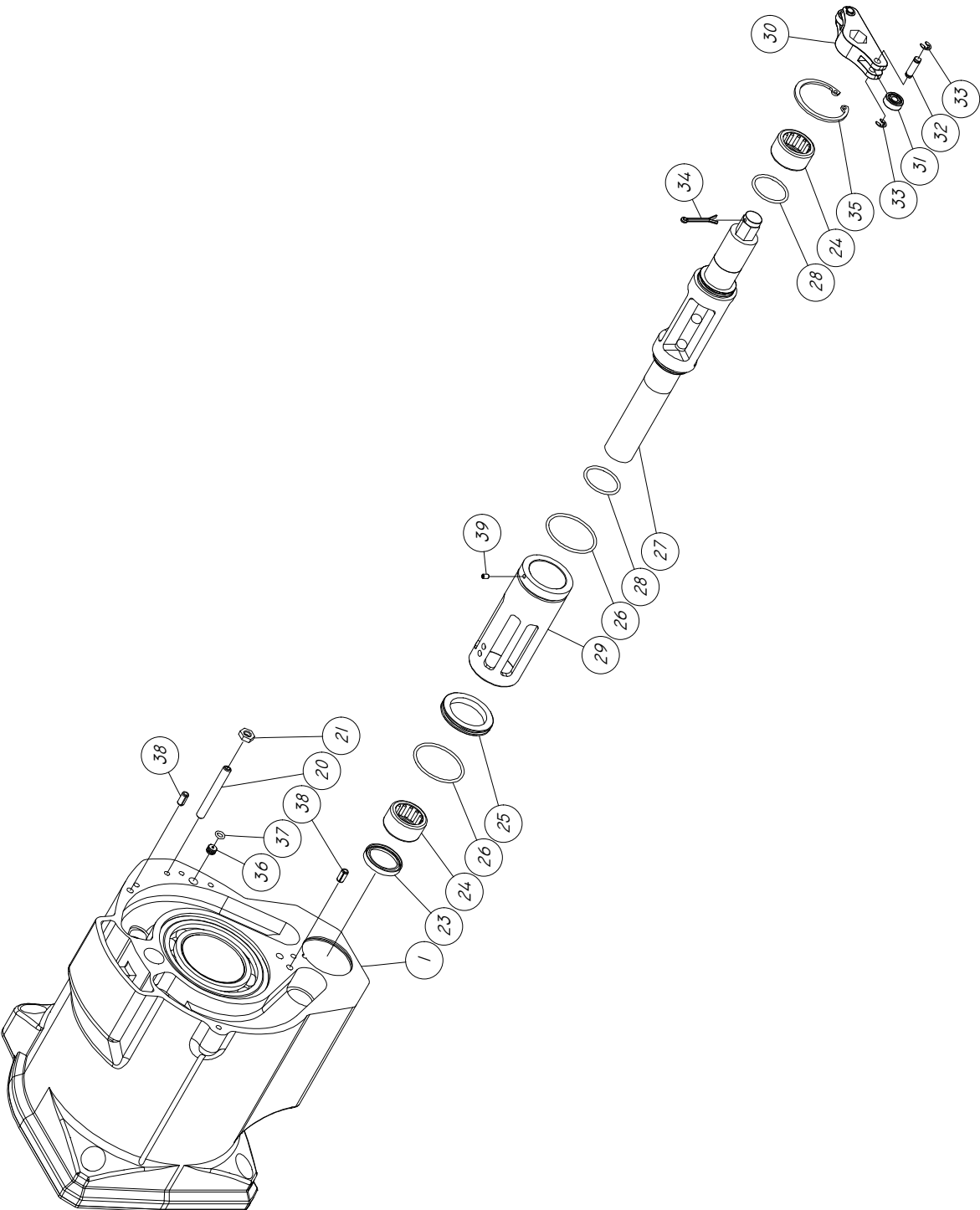
REVISION HISTORY		
REV.	DATE	APPROVED
0	05/05/2021	W. MORRISON



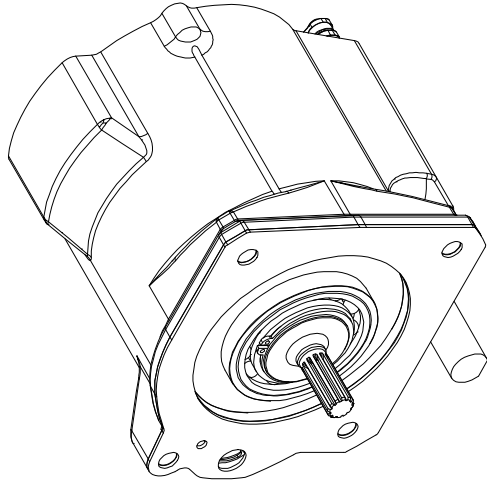
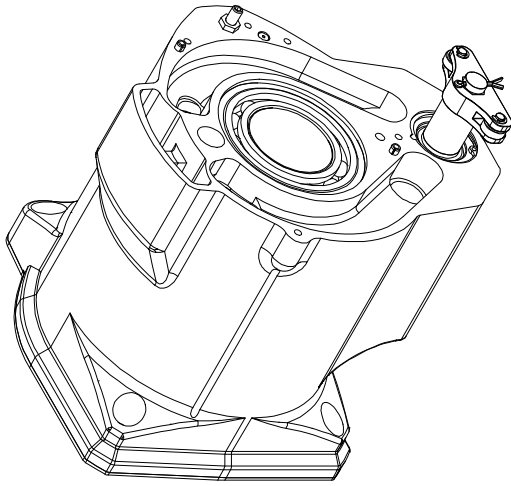
SCALE		MATERIAL		TITLE OF PART		PART NUMBER	
NTS		(OR EQUIVALENT)		AIR MOTOR		TMH-3000 AM	
DESIGNED BY	O. MORGAN	DATE	09/10/2020	SIGNATURE	<i>[Signature]</i>	DATE	26/04/2021
DRAWN BY	O. MORGAN	DATE	26/04/2021	SIGNATURE	<i>[Signature]</i>	REVISION	0
CHECKED BY	W. MORRISON	DATE	27/04/2021	SIGNATURE	<i>[Signature]</i>	WEIGHT	24.0 KG
APPROVED BY	B. AITKEN	DATE	28/04/2021	SIGNATURE	<i>[Signature]</i>	REPLACES DRAWING	-
SHEET SIZE	A4	TITLE OF PROJECT		PROFILE NUMBER		-	



TOLERANCES	
LINEAR	UP TO 5 ± 0.05
	OVER 5 UP TO 50 ± 0.1
	OVER 50 UP TO 100 ± 0.15
	OVER 100 UP TO 500 ± 0.2
	OVER 500 UP TO 1000 ± 0.5
	OVER 1000 ± 1
ANGULAR	± 0.5°
SURFACE ROUGHNESS	√
IF IN DOUBT ASK	

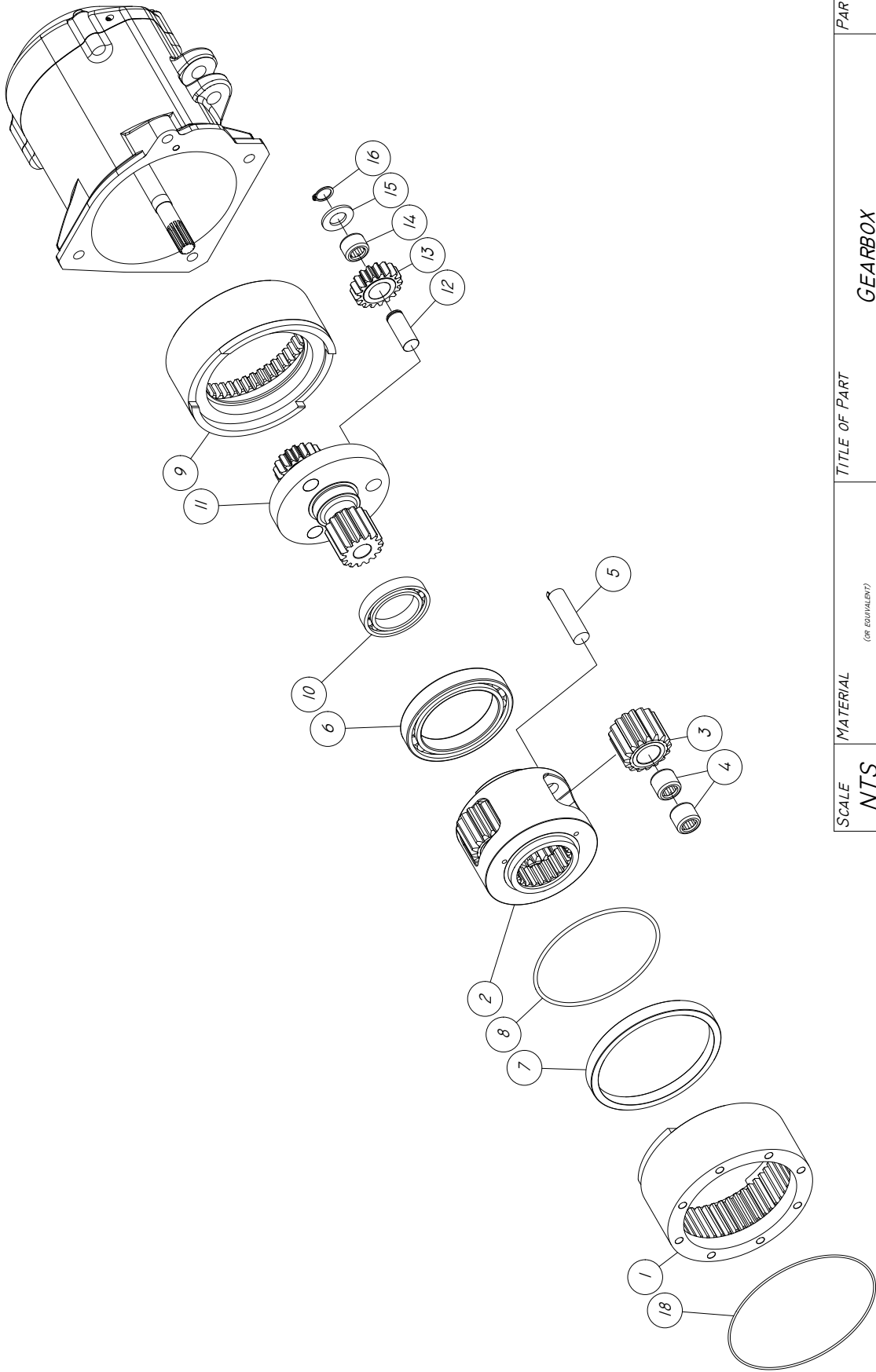


SCALE		MATERIAL		TITLE OF PART		PART NUMBER	
NTS		(OR EQUIVALENT)		AIR MOTOR		TMH-3000 AM	
DESIGNED BY		SURNAME	DATE	SIGNATURE	DATE	2 / 3	
DRAWN BY		O. MORGAN	09/10/2020		26/04/2021	UNLESS OTHERWISE SPECIFIED	
CHECKED BY		O. MORGAN	26/04/2021		0	ALL DIMENSIONS ARE IN MILLIMETERS	
APPROVED BY		W. MORRISON	27/04/2021		24.0 KG	TOLERANCES	
SHEET SIZE		B. AITKEN	28/04/2021		REPLACES DRAWING	LINEAR	
					-	UP TO 5 ± 0.05	
						OVER 5 UP TO 50 ± 0.1	
						OVER 50 UP TO 100 ± 0.2	
						OVER 100 UP TO 500 ± 0.5	
						OVER 500 UP TO 1000 ± 0.5	
						OVER 1000 ± 1	
						ANGULAR ± 0.5°	
						SURFACE ROUGHNESS	
						IF IN DOUBT ASK	



PARTS LIST					REV.	
ITEM	QTY	PART NUMBER	DESCRIPTION			
1	1	425806790	MOTOR CASE			
2	1	425806150	ROTOR			
3	1	130302050	RETAINING RING S-50			
4	1	425806K08	SILENCER M CP			
5	1	425806180	REAR PLATE			
6	1	425806170	FRONT PLATE			
7	8	137102033	VANE			
8	1	130605020	SPRING PIN 5x20			
9	1	425806160	CYLINDER			
10	8	130802235	LIFT SPRING			
11	1	425806J60	LIMIT RETAINER B			
12	1	426307250	SPRING SEAT			
13	1	130802226	SPRING 13x67x2			
14	1	425806J40	LIMIT SPOOL			
15	1	425806J30	LIMIT SPOOL BUSHING			
16	1	425806J50	LIMIT RETAINER F			
17	4	131103022	O-RING S-28			
18	1	131103016	O-RING S-20			
19	1	130301032	RETAINING RING H-32			
20	1	132306050	HEX SOCKET HEAD CAP SCREW M6x50			
21	1	134403106	HEX NUT M6			
22	1	136102172	MOTOR GASKET			
23	1	131246003	DUST SEAL OS22294			
24	2	130132116	NEEDLE BEARING TA2215Z			
25	1	425806J90	LIMIT WASHER			
26	2	131103029	O-RING S-36			
27	1	425806460	LIMIT SHAFT			
28	2	131103021	O-RING S-26			
29	1	425806440	LIMIT SHAFT BUSHING			
30	1	425806140	LIMIT LEVER			
31	2	130103005	BEARING 605ZZ			
32	2	425806120	ROLLER SHAFT			
33	4	130303004	RETAINING RING E-4			
34	1	130702125	SPLIT PIN 2.5x25			
35	1	130301040	RETAINING RING H-40			
36	1	425806J70	LIMIT PLUG			
37	1	131103003	O-RING S-5			
38	2	130605010	SPRING PIN 5x10			
39	1	130603005	SPRING PIN 3x5			
40	2	130104011	BEARING 6010			
SCALE MATERIAL					PART NUMBER	
NTS					TMH-3000 AM	
(OR EQUIVALENT)					3 / 3	
DESIGNED BY					DATE	
DRAWN BY					26/04/2021	
CHECKED BY					REVISION WEIGHT	
APPROVED BY					0 24.0 KG	
SHEET SIZE					REPLACES DRAWING	
A4					-	
TITLE OF PROJECT					PROFILE NUMBER	
AIR MOTOR					-	
TITLE OF PART					SURFACE ROUGHNESS	
RED ROOSTER LIFTING					IF IN DOUBT ASK	
NANTA HOUSE, THE REDROOSTERS					TOLERANCES	
OLYMPIA, ABERDEENSHIRE, AB11 6EZ					LINEAR	
TEL: +44(0)181 8770111					UP TO 5 ± 0.05	
WWW.REDROOSTERLIFTING.COM					OVER 5 UP TO 50 ± 0.1	
					OVER 50 UP TO 100 ± 0.2	
					OVER 100 UP TO 500 ± 0.5	
					OVER 500 UP TO 1000 ± 0.5	
					OVER 1000 ± 1	
					ANGULAR ± 0.5°	
					UNLESS OTHERWISE SPECIFIED	
					ALL DIMENSIONS ARE IN MILLIMETERS	

REVISION HISTORY		
REV.	DATE	APPROVED
1	06/12/2023	PAUL SHEWAN



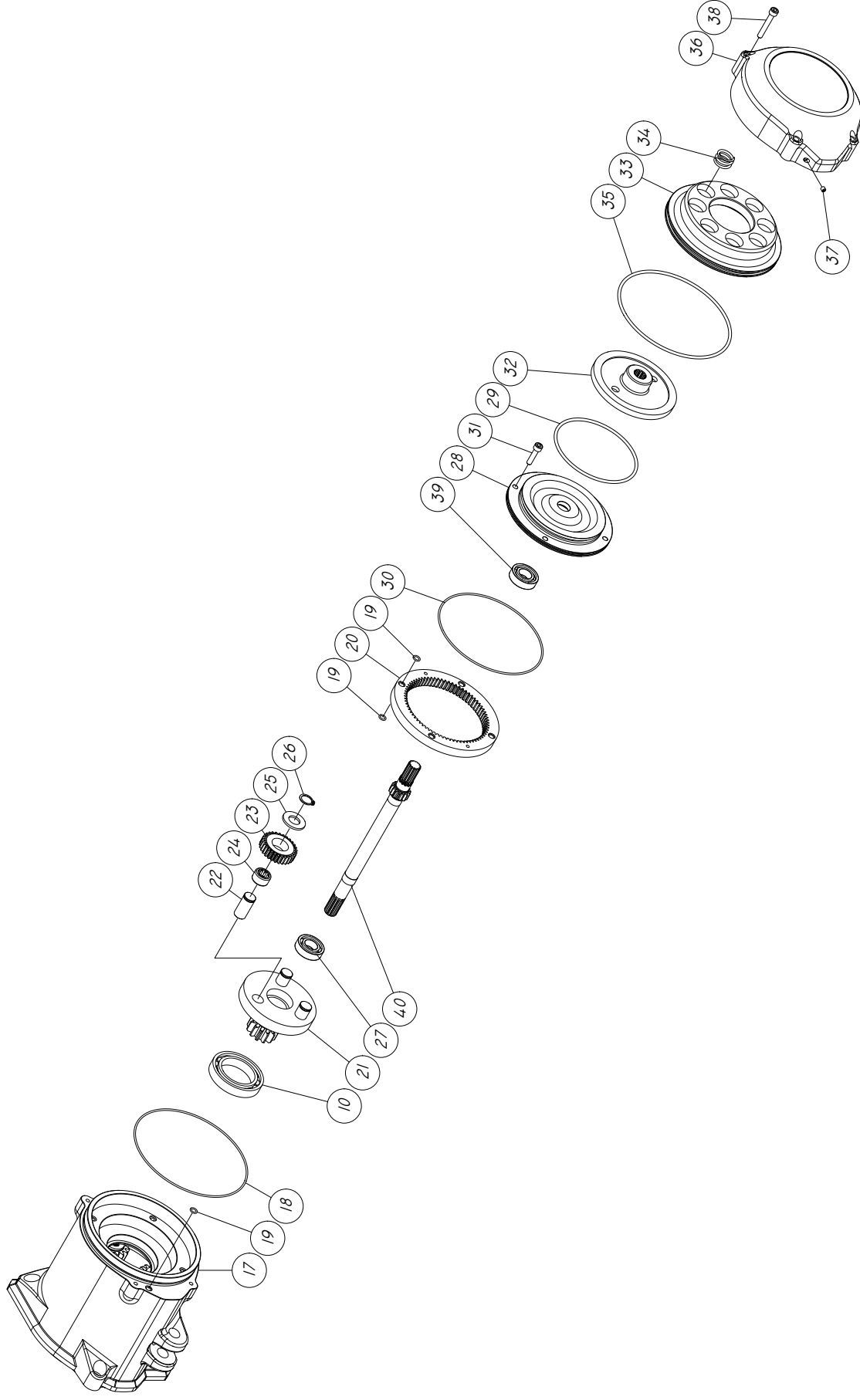
SCALE		MATERIAL		TITLE OF PART		PART NUMBER	
NTS		(OR EQUIVALENT)		GEARBOX		TMH-3000 GB	
DESIGNED BY	O. MORGAN	SURNAME	DATE	SIGNATURE	DATE	REVISION	WEIGHT
DRAWN BY	O. MORGAN		15/12/2020	<i>O. Morgan</i>	26/04/2021	1	28.8 KG
CHECKED BY	W. MORRISON		26/04/2021	<i>W. Morrison</i>			
APPROVED BY	B. AITKEN		27/04/2021	<i>B. Aitken</i>			
SHEET SIZE	A4	TITLE OF PROJECT		TMH3000 - 3T IF AH		REPLACES DRAWING	
						-	
						PROFILE NUMBER	
						-	



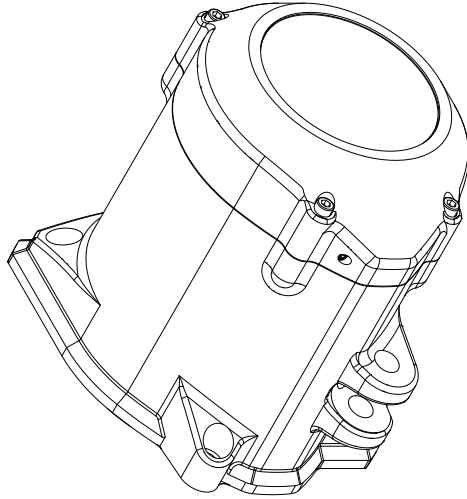
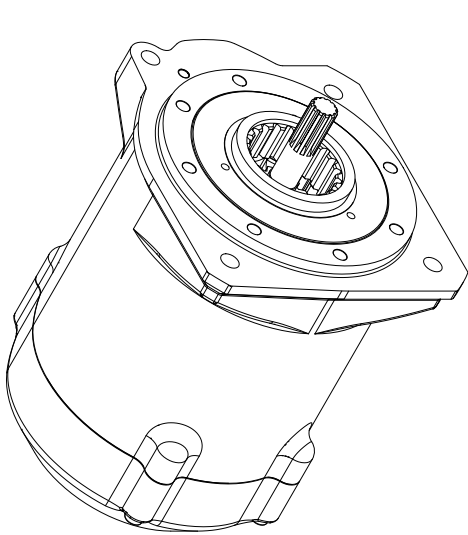
RED ROOSTER
LIFTING

MAKING HOISTING THE EASIER
OLYMPIAN, ABERDEENSHIRE, AB51 1EZ
TEL: +44(0)1661 877601
HQS: +44(0)1661 877602
WWW.REDROOSTERLIFTING.COM

UNLESS OTHERWISE SPECIFIED	
ALL DIMENSIONS ARE IN MILLIMETERS	
TOLERANCES	
LINEAR	ANGULAR
UP TO 5 ±0.05	ANGULAR ±0.5°
OVER 5 UP TO 50 ±0.1	
OVER 50 UP TO 100 ±0.15	
OVER 100 UP TO 500 ±0.2	
OVER 500 UP TO 1000 ±0.5	
OVER 1000 ±1	
	SURFACE ROUGHNESS
	IF IN DOUBT ASK

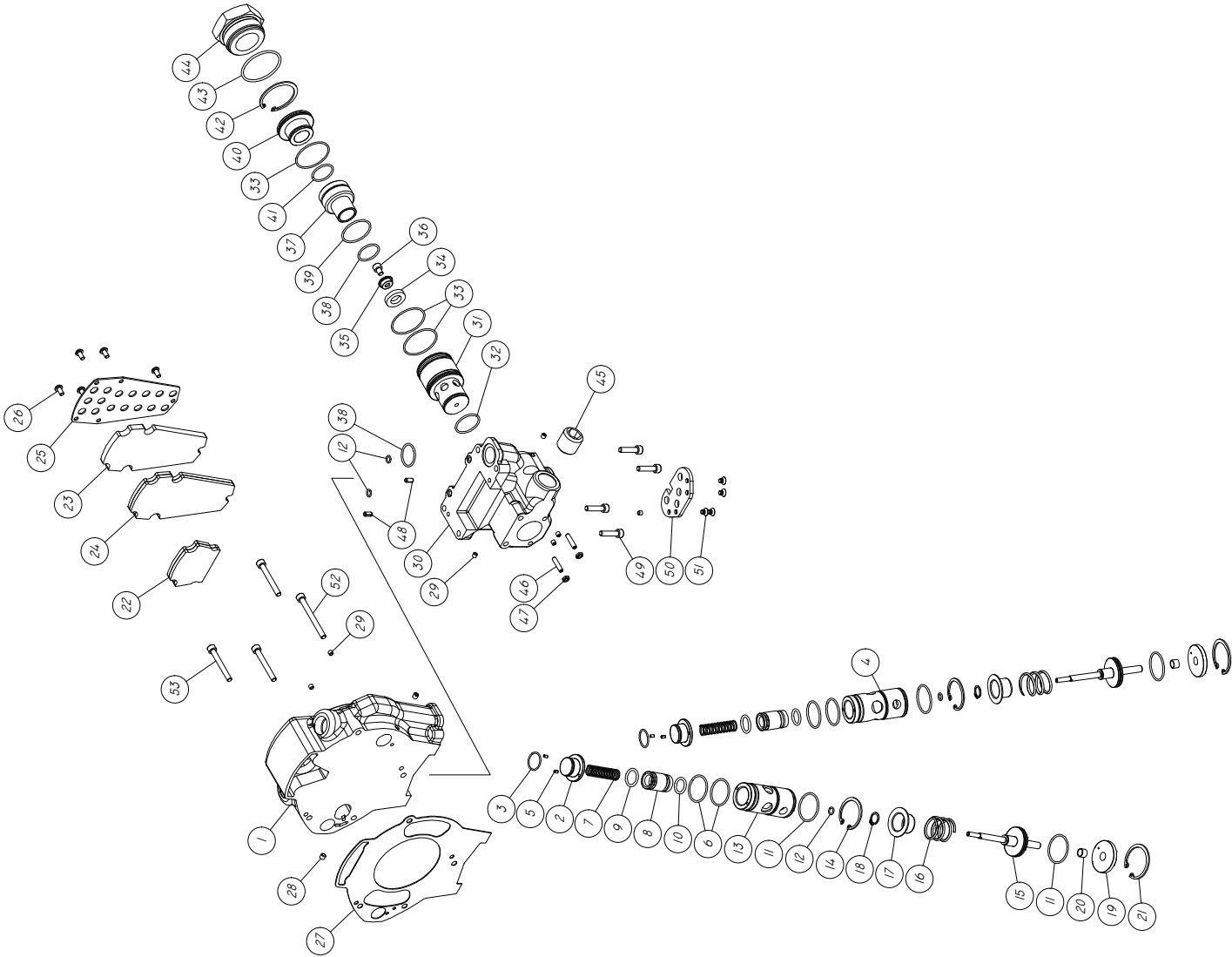


SCALE	MATERIAL	TITLE OF PART		PART NUMBER	
NTS	(OR EQUIVALENT)	SURNAME	DATE	SIGNATURE	
DESIGNED BY	O. MORGAN	15/12/2020	<i>O. Morgan</i>		
DRAWN BY	O. MORGAN	26/04/2021	<i>O. Morgan</i>		
CHECKED BY	W. MORRISON	27/04/2021	<i>W. Morrison</i>		
APPROVED BY	B. AITKEN	28/04/2021	<i>B. Aitken</i>		
SHEET SIZE	A4	TITLE OF PROJECT		PROFILE NUMBER	
		TMH3000 - 3T IF AH		-	
		GEARBOX		DATE	
				26/04/2021	
				REVISION	
				1	
				WEIGHT	
				28.8 KG	
				REPLACES DRAWING	
				-	
				UNLESS OTHERWISE SPECIFIED	
				ALL DIMENSIONS ARE IN MILLIMETERS	
				TOLERANCES	
				LINEAR	
				UP TO 5 ± 0.05	
				OVER 5 UP TO 50 ± 0.1	
				OVER 50 UP TO 100 ± 0.15	
				OVER 100 UP TO 500 ± 0.25	
				OVER 500 UP TO 1000 ± 0.5	
				OVER 1000 ± 1	
				ANGULAR ± 0.5°	
				SURFACE ROUGHNESS	
				IF IN DOUBT ASK	



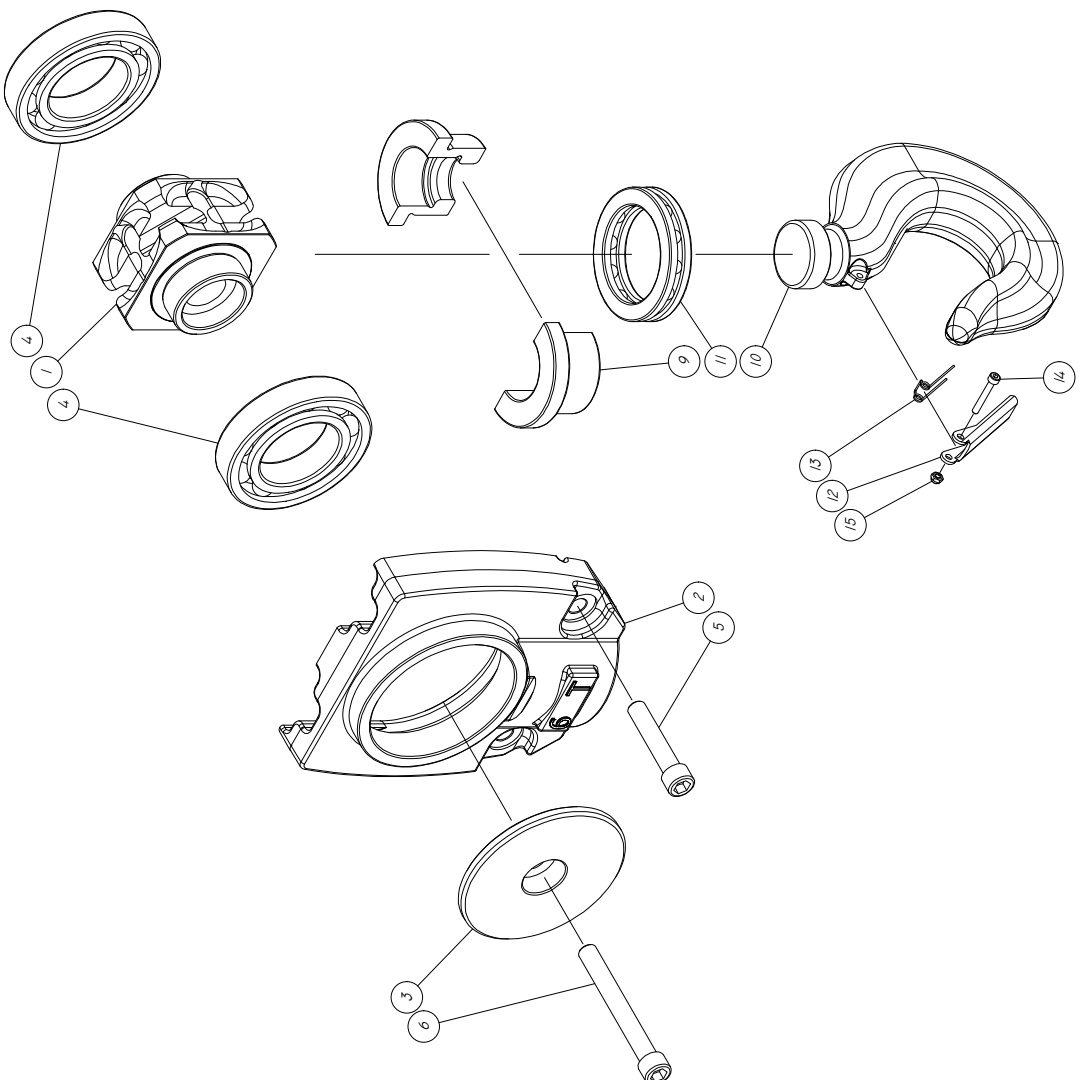
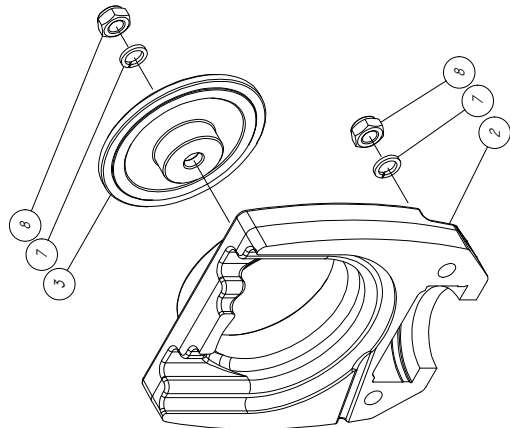
PARTS LIST					
ITEM	QTY	PART NUMBER	DESCRIPTION	REV.	
1	1	425806K50	THIRD RING GEAR		
2	1	425806240	CAGE		
3	3	425806K30	THIRD STAR GEAR		
4	6	130131621	NEEDLE BEARIN TAI620Z		
5	3	425806K40	THIRD PIN		
6	1	130113016	BEARING 6916		
7	1	425806230	SPACER		
8	1	131117249	O-RING AS568-249		
9	1	425806E50	SECOND RING GEAR		
10	2	130113009	BEARING 6909		
11	1	425806K20	THIRD PINION		
12	3	425806E40	SECOND PIN		
13	3	425806E30	SECOND STAR GEAR		
14	3	130131617	NEEDLE BEARING TAI616Z		
15	3	42580K70	SECOND THRUST WASHER		
16	3	130302016	RETAINING RING S-16		
17	1	425806310	GEAR CASE		
18	2	13103065	O-RING S-14.5		
19	9	131103005	O-RING S-7		
20	1	425806E10	FIRST RING GEAR		
21	1	425828E20	SECOND PINION		
22	3	425806A80	FIRST PIN		
23	3	425806A70	FIRST STAR GEAR		
24	3	130131513	NEEDLE BEARING TAI512Z		
25	3	131307014	WASHER M14		
26	3	130302015	RETAINING RING S-15		
27	1	130104004	BEARING 6003		
28	1	425806900	BRAKE PLATE		
29	1	131117242	O-RING AS568-242		
30	1	131103063	O-RING S-135		
31	4	131706025	HEX SOCKET HEAD CAP SCREW M6x25		
32	1	425806430	BRAKE DISC		
33	1	425806400	BRAKE PISTON		
34	8	130802229	SPRING 20.5x21.9x2.9		
35	1	131117255	O-RING AS668-255		
36	1	425806410	BRAKE COVER		
37	1	132105005	HEX SOCKET SET SCREW M5x5		
38	4	131706040	HEX SOCKET HEAD CAP SCREW M6x40		
39	1	130106004	BEARING 6003ZZ		
40	1	425806A60	FIRST PINION		
SCALE	MATERIAL	TITLE OF PART		PART NUMBER	
NTS		GEARBOX		TMH-3000 GB	
DESIGNED BY	SURNAME	DATE	SIGNATURE	3 / 3	
DRAWN BY	O. MORGAN	15/12/2020		UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS ARE IN MILLIMETERS	
CHECKED BY	O. MORGAN	26/04/2021		TOLERANCES	
APPROVED BY	W. MORRISON	27/04/2021		LINEAR	
SHEET SIZE	B. AITKEN	28/04/2021		UP TO 5 ±0.05 OVER 5 UP TO 50 ±0.1 OVER 50 UP TO 100 ±0.15 OVER 100 UP TO 500 ±0.2 OVER 500 UP TO 1000 ±0.5 OVER 1000 ±1	
A4	TITLE OF PROJECT		ANGULAR ± 0.5° SURFACE ROUGHNESS $\sqrt{R}$ IF IN DOUBT ASK		
	TMH3000 - 3T IF AH				

REVISION HISTORY		
REV.	DATE	APPROVED
0	19/11/2020	B. AITKEN



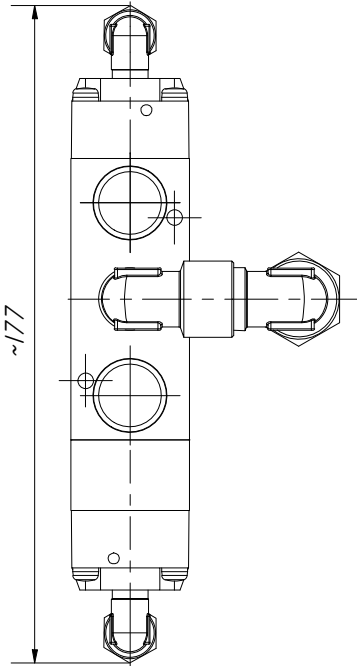
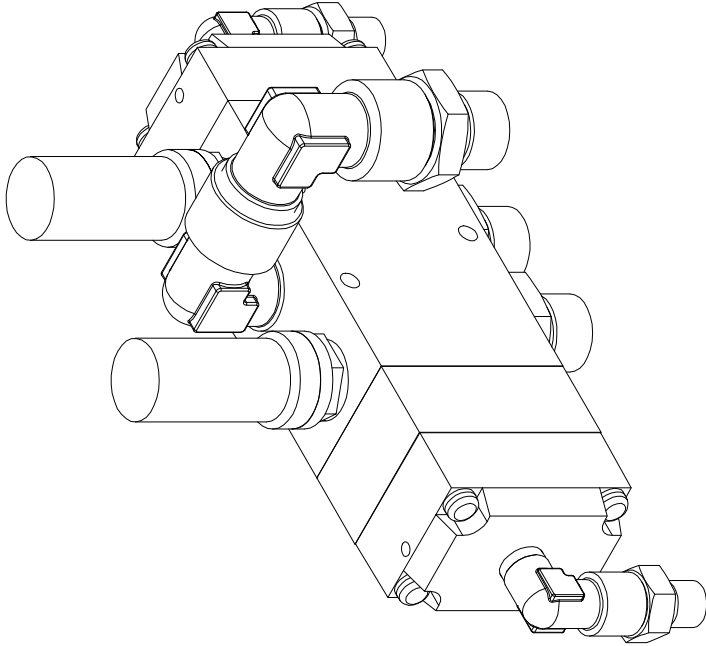
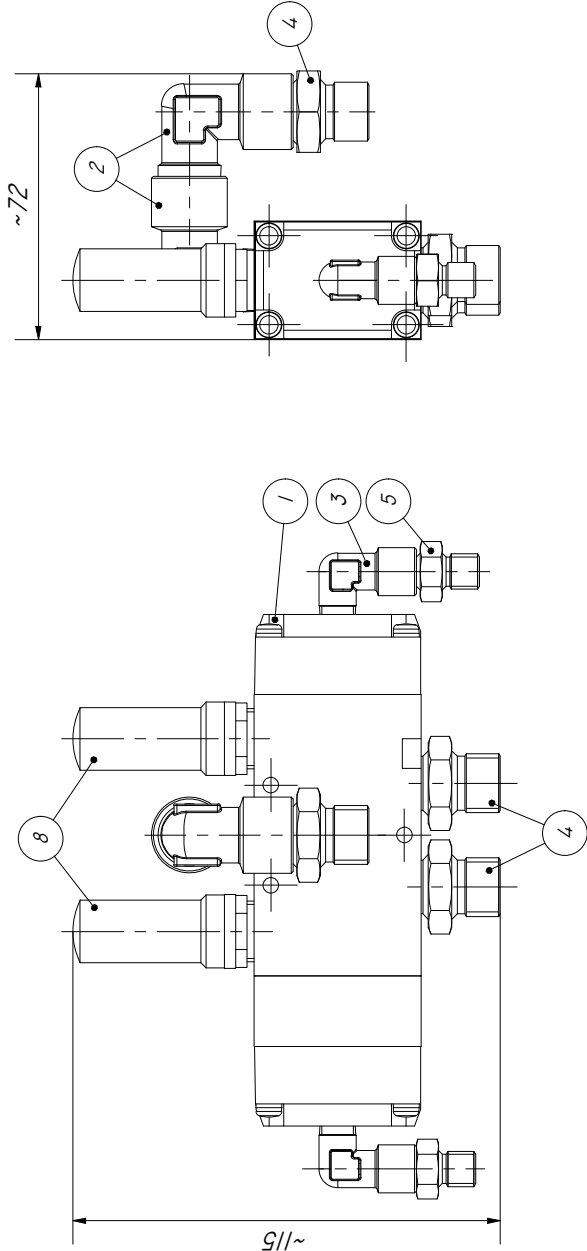
PARTS LIST				
ITEM	QTY	PART NUMBER	DESCRIPTION	REV.
1	1	425806060	VALVE BODY	
2	2	425806040	BUSH CAP	
3	2	13103016	O-RING S-20	
4	1	425806000	VALVE BUSHING (D)	
5	4	130603005	SPRING PIN 3x5	
6	4	13103024	O-RING S-30	
7	2	130802227	SPRING 11.4x10x1.4	
8	2	425806080	THRUSTLE VALVE	
9	2	13107105	O-RING ASS68-115	
10	2	13103026	O-RING ASS68-113 (HS90)	
11	4	13103005	O-RING S-7	
12	4	425806050	VALVE BUSHING (U)	
13	1	130301036	RETAINING RING H-36	
14	2	425806060	PISTON	
15	2	130802228	SPRING 26x32x2.6	
16	2	425806070	SPRING SEAT	
17	2	130302012	RETAINING RING S-12	
18	2	425806040	VALVE CAP	
19	2	130260001	BEARING 105x107	
20	2	130301040	RETAINING RING H-40	
21	2	137402055	SILENCER (SS)	
22	1	137402057	SILENCER (F)	
23	2	137402056	SILENCER (SL)	
24	1	425806080	EXHAUST FLATE	
25	5	131903010	HEX SOCKET BUTON HEAD SCREW M5X10	
26	1	130102071	VALVE GASKET	
27	2	131060006	HEX SOCKET SET SCREW M6X6	
28	2	131060009	HEX SOCKET SET SCREW M6X5	
29	8	425806070	UNDER COVER	
30	1	425806050	MAIN CUT SPRING	
31	1	13103023	O-RING S-20	
32	1	13107050	O-RING ASS68-030	
33	3	13010273	MAIN CUT SEAT	
34	1	425806040	MAIN CUT HOLDER	
35	1	131060308	HEX SOCKET HEAD CAP SCREW M6X8	
36	1	425806060	MAIN CUT VALVE	
37	1	13103020	O-RING S-25	
38	2	13103028	O-RING S-35	
39	1	425806090	MAIN CUT CAP	
40	1	13103021	O-RING S-26	
41	1	130301047	RETAINING RING H-47	
42	1	13107134	O-RING ASS68-134	
43	1	425806068	INLET BUSHING CP	
44	1	134902011	HEX SOCKET HEAD PLUG PT3/4	
45	1	131050222	HEX SOCKET SET SCREW M5X22	
46	2	134403205	HEX NUT M5	
47	2	130605010	SPRING PIN 5X10	
48	2	131706025	HEX SOCKET HEAD CAP SCREW M6X25	
49	4	137402060	PILOT SILENCER	
50	1	132905206	CROSS-RECESSED HEAD SCREW M5X6	
51	4	131706065	HEX SOCKET HEAD CAP SCREW M6X65	
52	1	131706065	HEX SOCKET HEAD CAP SCREW M6X50	
53	3	131706050	HEX SOCKET HEAD CAP SCREW M6X50	
SCALE MATERIAL TITLE OF PART				
NTS	SIGNATURE	DATE	SIGNATURE	
DESIGNED BY	O. MORGAN	16/11/2020		
DRAWN BY	O. MORGAN	19/11/2020		
CHECKED BY	W. MORRISON	20/11/2020		
APPROVED BY	B. AITKEN	23/11/2020		
SHEET SIZE				
A3				
CONTROL VALVE				
DATE 19/11/2020				
REVISION WEIGHT 0 13.1 KG				
REPLACES DRAWING -				
PROFILE NUMBER -				
PART NUMBER TMH-10 CV 1 / 1				
UNLESS OTHERWISE SPECIFIED				
ALL DIMENSIONS ARE IN MILLIMETERS				
TOLERANCES				
LINEAR				
OVER 10 UP TO 100 ±0.1				
OVER 100 UP TO 1000 ±0.2				
OVER 1000 UP TO 10000 ±0.5				
OTHER SURFACES TO 0.05				
OTHER SURFACES TO 0.05				
ANGULAR ±0.5°				
SURFACE ROUGHNESS				
IF IN DOUBT ASK				

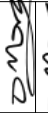
REVISION HISTORY		
REV.	DATE	APPROVED
0	05/05/2021	W. MORRISON



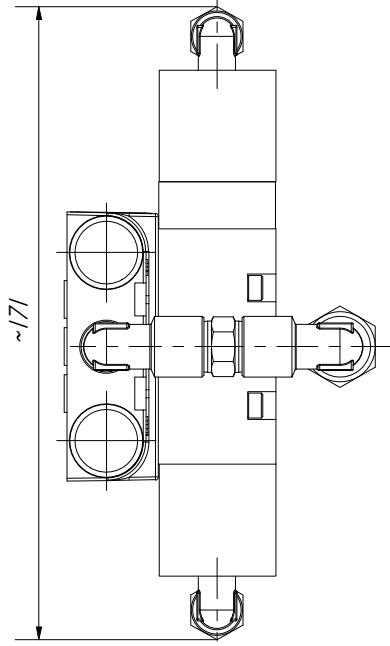
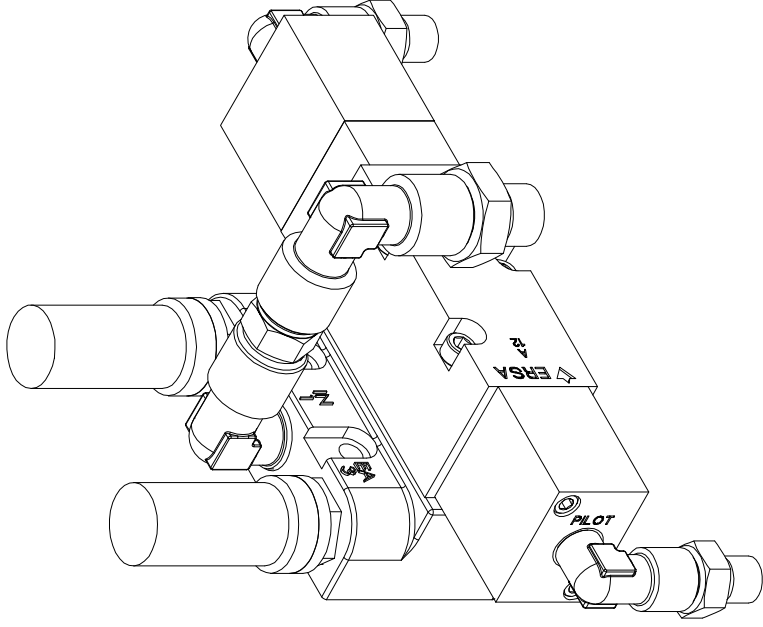
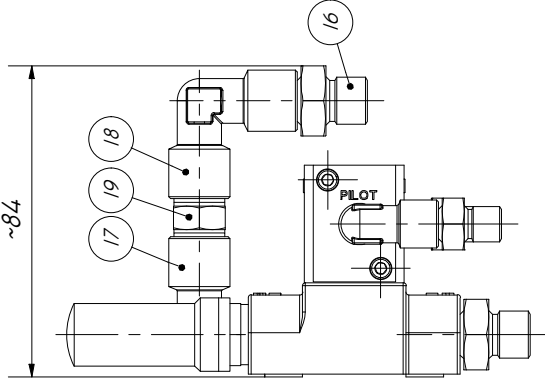
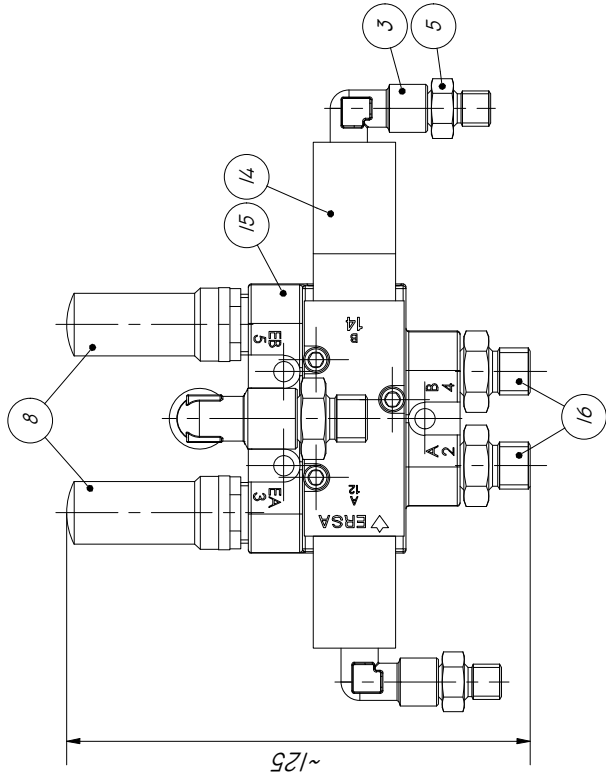
PARTS LIST			REV.
ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	425810F70	FREE CHAIN WHEEL
2	2	425810B00	UNDER HOOK HOLDER
3	2	420890Q00	UNDER HOOK METAL COVER
4	2	130109012	BEARING 6211ZZ
5	2	131712060	HEX SOCKET HEAD CAP SCREW M12X60
6	1	131712100	HEX SOCKET HEAD CAP SCREW M12X100
7	3	131301012	SPRING WASHER M12
8	2	134501012	U NUT M12
9	2	425810710	THRUST RING
10	1	425810E60	HOOK
11	1	DIN 711 SKF - SKF 51112	THRUST BEARING 51112
12	1	420890P11	HOOK SAFETY CLAW
13	1	130802046	HOOK SPRING
14	1	131704028	HEX SOCKET HEAD CAP SCREW M12X28
15	1	134501004	U NUT M12
TITLE OF PART			PART NUMBER
BOTTOM BLOCK			TMH-6000-BB
DATE			01/04/2021
REVISION WEIGHT			0 18.8 KG
REPLACES DRAWING			-
PROFILE NUMBER			-
SURFACE ROUGHNESS			IF IN DOUBT ASK

REVISION HISTORY		
REV.	DATE	APPROVED
0	29/04/2021	W. MORRISON



2T STANDARD AIR TROLLEY CONTROL VALVE - PARTS LIST						
ITEM	QTY	PART NUMBER		DESCRIPTION	REV.	
1	1	VAL-SDX756		SPOOL VALVE		
2	2	MFL06NP		3/8" MALE TO FEMALE ELBOW		
3	4	MFL02NP		1/8" MALE TO FEMALE ELBOW		
4	3	100-0606		3/8" MALE TO 3/8" MALE NIPPLE		
5	4	100-0202		1/8" MALE TO 1/8" MALE NIPPLE		
8	4	AN30-03		3/8" SILENCER		
SCALE		MATERIAL		TITLE OF PART		PART NUMBER
1:2		(OR EQUIVALENT)		2T AIR TROLLEY CONTROL VALVE C/W FITTINGS		RRL 1500-CV
DESIGNED BY		SURNAME	DATE	SIGNATURE		UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS ARE IN MILLIMETERS TOLERANCES LINEAR UP TO 5 ±0.05 OVER 5 UP TO 30 ±0.1 OVER 30 UP TO 50 ±0.2 OVER 50 UP TO 100 ±0.25 OVER 100 UP TO 1000 ±0.5 OVER 1000 ±1 ANGULAR ± 0.5° SURFACE ROUGHNESS $\sqrt{1.6}$ IF IN DOUBT ASK
DRAWN BY		O. MORGAN	22/02/2021			
CHECKED BY		W. MORRISON	22/02/2021			
APPROVED BY		B. AITKEN	23/02/2021			
SHEET SIZE	A4	TITLE OF PROJECT			2T AT	
						

UNLESS OTHERWISE SPECIFIED		
ALL DIMENSIONS ARE IN MILLIMETERS		
TOLERANCES		
LINEAR		
UP TO 5	± 0.05	
OVER 5 UP TO 50	± 0.1	
OVER 50 UP TO 100	± 0.2	
OVER 100 UP TO 500	± 0.5	
OVER 500 UP TO 1000	± 0.5	
OVER 1000	± 1	
ANGULAR ± 0.5°		
SURFACE ROUGHNESS $\sqrt{\text{ }}$		
IF IN DOUBT ASK		



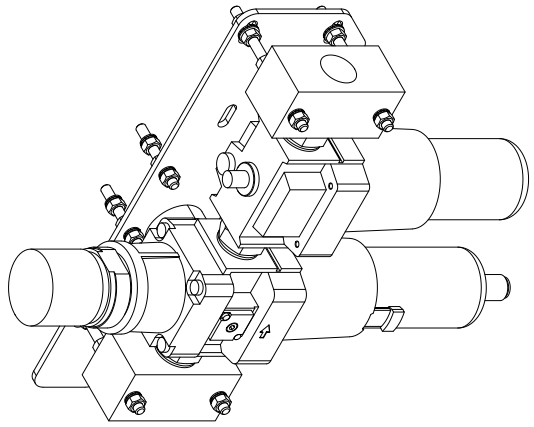
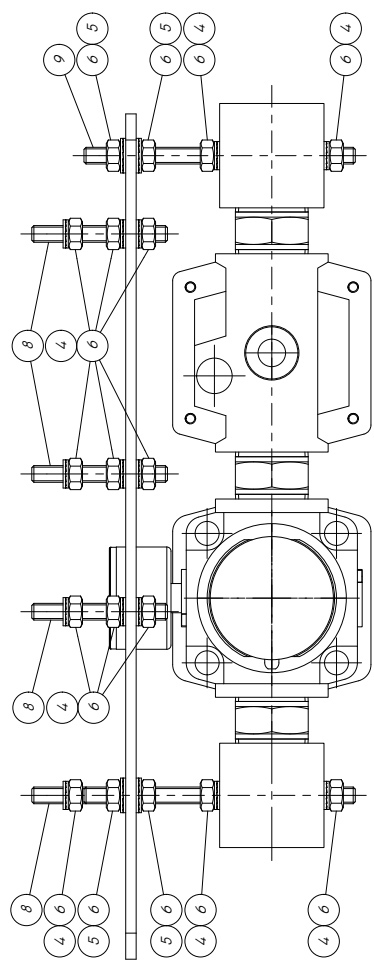
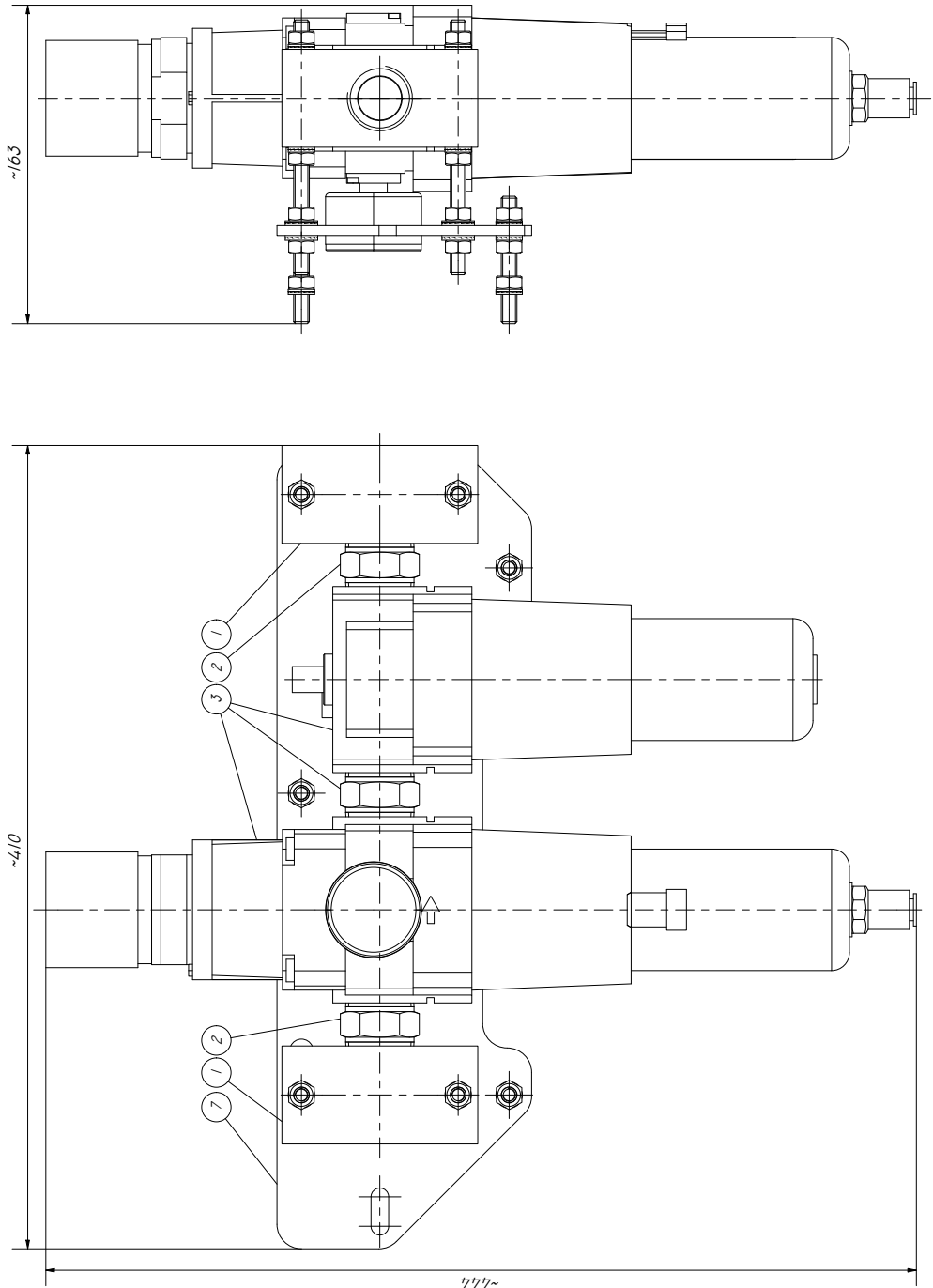
2T ATEX AIR TROLLEY CONTROL VALVE - PARTS LIST

ITEM	QTY	PART NUMBER	DESCRIPTION	REV.
3	4	MFL02NP	1/8" MALE TO FEMALE ELBOW	
5	4	100-0202	1/8" MALE TO 1/8" MALE NIPPLE	
8	4	AN30-03	3/8" SILENCER	
14	1	CJU-4313	VERSA PNEUMATIC DIRECTIONAL VALVE	
15	1	C7M-440	SUBPLATE 3/8" NPT	
16	3	100-0404	1/4" MALE NIPPLE	
17	1	MFL04NP	1/4" MALE TO FEMALE ELBOW	
18	1	FEL04NP	1/4" FEMALE ELBOW	
19	1	EC04-04NP	1/4" BSP NIPPLE	

SCALE		TITLE OF PART		PART NUMBER	
1:2		2T AIR TROLLEY CONTROL VALVE C/W FITTINGS		RRL 1500-CV	
DESIGNED BY	SURNAME	DATE	SIGNATURE	DATE	
DRAWN BY	O. MORGAN	22/02/2021		22/02/2021	
CHECKED BY	O. MORGAN	22/02/2021			
APPROVED BY	W. MORRISON	23/02/2021			
SHEET SIZE	B. AITKEN	24/02/2021			
A4					
TITLE OF PROJECT			PROFILE NUMBER		
			-		
2T AT					
RED ROOSTER LIFTING					
NULTA HOUSE, THE MEADOWS OLDFELDMAR, ABERDEENSHIRE, AB11 6EZ TEL: +44(0)181 877011 FAX: +44(0)181 877018 WWW.REDROOSTERLIFTING.COM					
UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS ARE IN MILLIMETERS					
TOLERANCES					
LINEAR					
UP TO 5 ±0.05					
OVER 5 UP TO 50 ±0.1					
OVER 50 UP TO 100 ±0.2					
OVER 100 UP TO 500 ±0.5					
OVER 500 UP TO 1000 ±0.5					
OVER 1000 ±1					
ANGULAR ±0.5°					
SURFACE ROUGHNESS					
IF IN DOUBT ASK					

AIR SUPPLY SET (STANDARD VERSION) - PARTS LIST

REVISION HISTORY		
REV.	DATE	APPROVED
1	02/09/2024	PAUL SHEWAN



AIR SUPPLY SET (STANDARD VERSION) - PARTS LIST			
ITEM QTY	PART NUMBER	DESCRIPTION	REV.
1	ME-01	1" INLET MANIFOLD	0
2	BLH-004-06	1" BSP NIPPLE	0
2	FLR-I-AD-SMC	1" FILTER LUBRICATOR	0
3	NL-8	M8 NORDLOCK WASHER GLUED PAIR	0
4	NL-8	M8 NORDLOCK WASHER LARGE DIAMETER GLUED PAIR	0
5	NL-8	ISO 4032 - M8	0
6	ISO 4032 - M8	HEX NUT - PRODUCT GRADES A AND B	0
7	RRL 1572-24	SUPPORTING ROD	0
8	RRL 1572-25	SUPPORTING ROD	0
9	RRL 1572-26	SUPPORTING ROD	0
TITLE OF PART			
AIR SUPPLY SET			
RRL 1572-AS			
1 / 3			
REVISION HISTORY			
REV.	DATE	REVISION	REVISION WEIGHT
1	05/10/2021	1	TBC
REPLACES DRAWING			
-			
PROFILE NUMBER			
-			
UNLESS OTHERWISE SPECIFIED			
ALL DIMENSIONS ARE IN MILLIMETERS			
TOLERANCES			
LINEAR			
DIMENSIONS UP TO 300.0			
OVER 300.0 UP TO 1000.0			
OVER 1000.0 UP TO 3000.0			
OVER 3000.0 UP TO 10000.0			
ANGULAR ±0.5°			
SURFACE ROUGHNESS			
IF IN DOUBT ASK			



RED ROOSTER
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CLIMBING THE WORLD'S TALLEST
BUILDINGS AND BRIDGES
WWW.REDDOOSTERLIFTING.COM

DATE

05/10/2021

REVISION WEIGHT

1 TBC

REPLACES DRAWING

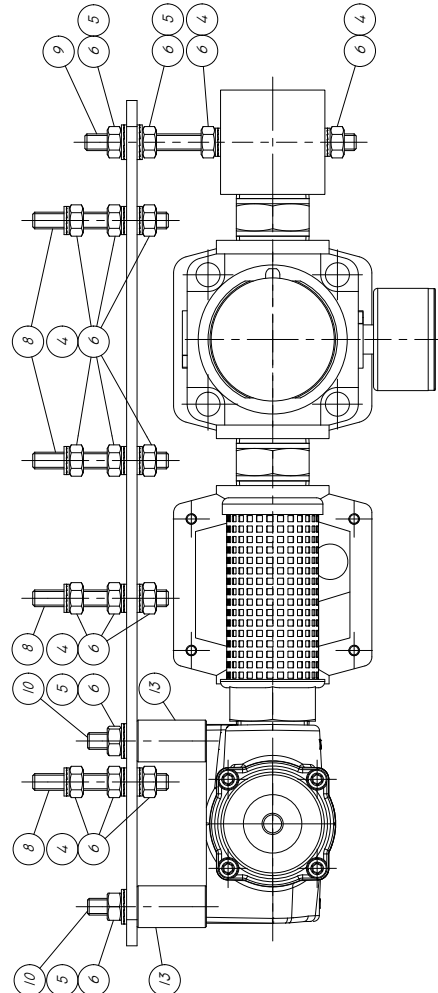
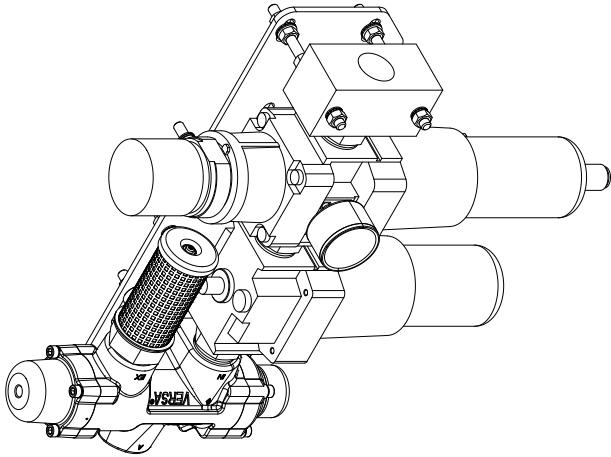
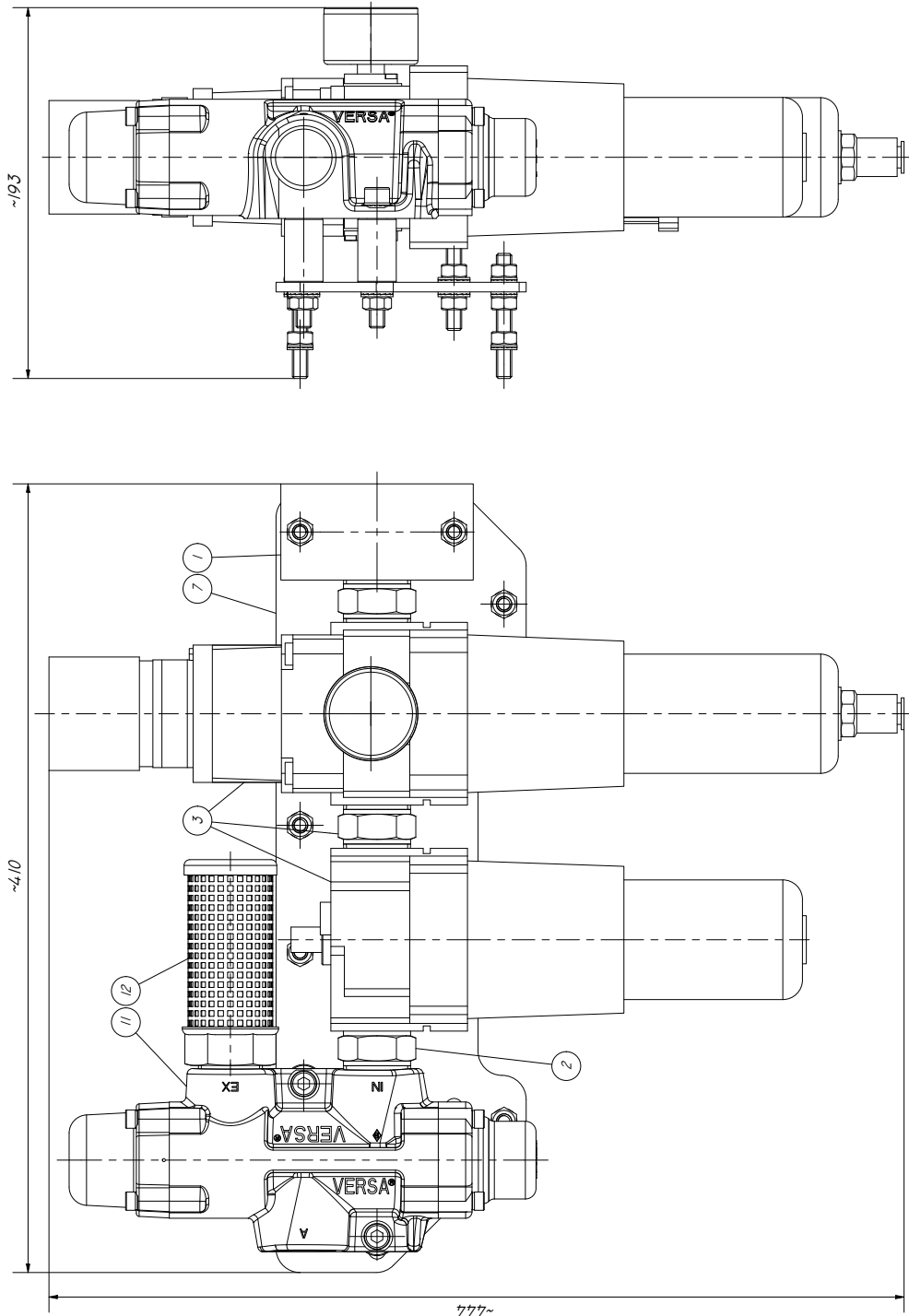
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PROFILE NUMBER

-

TMH3000 - 3T IF LHR

AIR SUPPLY SET (ATEX VERSION) - PARTS LIST

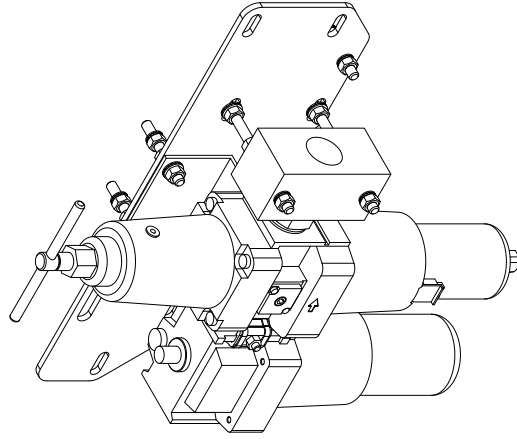
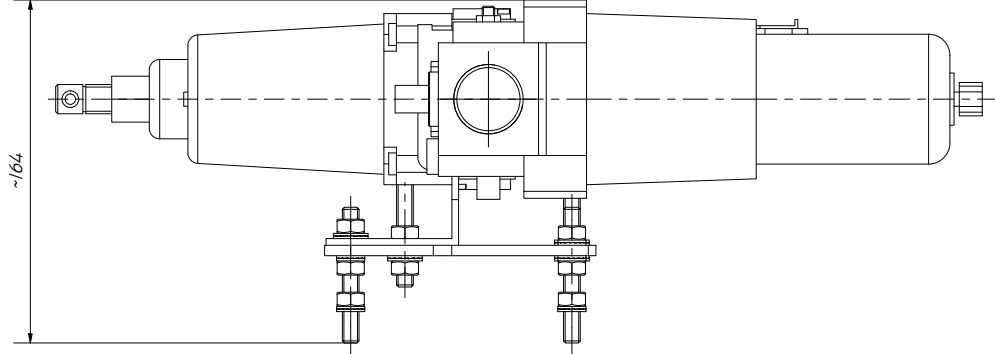
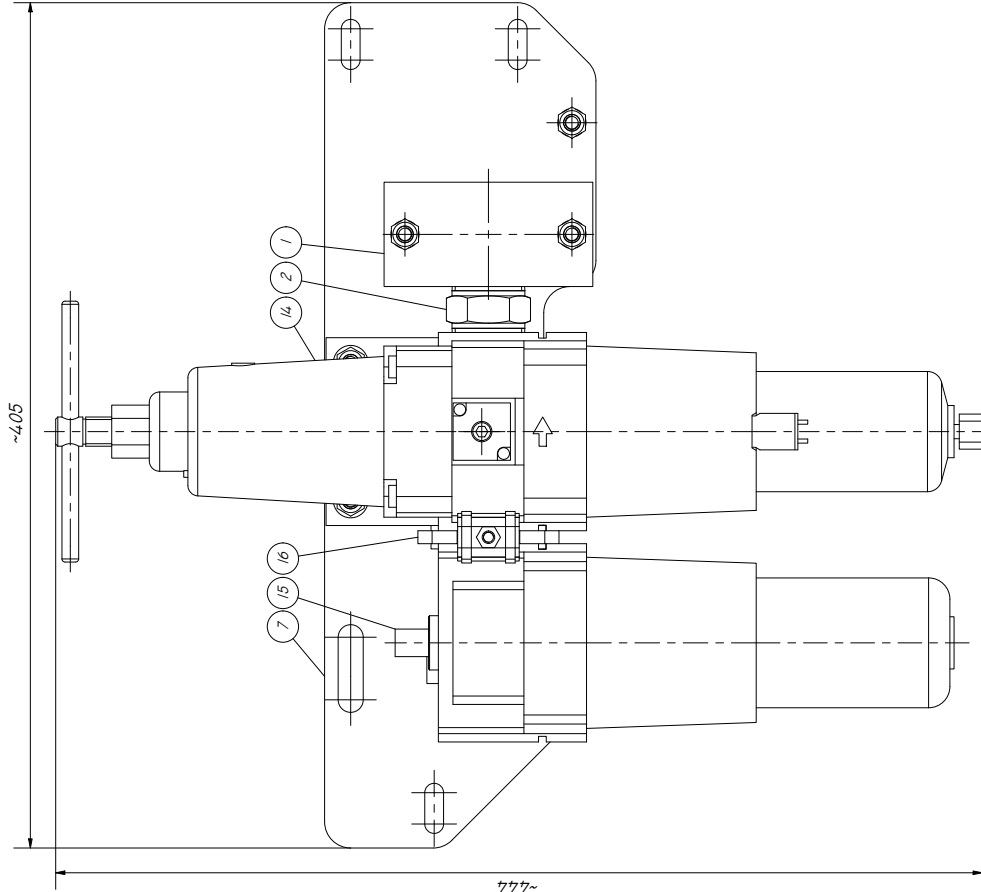


AIR SUPPLY SET (ATEX VERSION) - PARTS LIST									
ITEM QTY	PART NUMBER	DESCRIPTION	REV.						
1	VERSA	1" BSP MANIFOLD	0						
2	BULH-01-06	1" BSP NIPPLE	0						
3	FLR-10-SMC	1" FILTER LUBRICATOR	0						
4	M8	M8 NORDLOCK WASHER GLUED PAIR	0						
5	NI80P	M8 NORDLOCK WASHER LARGE DIAMETER GLUED PAIR	0						
6	ISO 1032 - M8	HEX NUT - PLUG	0						
7	RRL 1572-21	SUPPORTING ROD	0						
8	RRL 1572-25	SUPPORTING ROD	0						
9	RRL 1572-26	HEXAGON SOCKET HEAD CAP SCREW	0						
10	ISO 1762 - M8 X 65	1" EMERGENCY STOP VALVE	0						
11	VSPF 3701-26	1" SILINDER	0						
12	ANAL-10	1" SPACER	0						
13	RRL 1572-23	1" SPACER	0						
SCALE				TITLE OF PART					
NTS				AIR SUPPLY SET					
				RRL 1572-AS					
				2 / 3					
				UNLESS OTHERWISE SPECIFIED					
				ALL DIMENSIONS ARE IN MILLIMETERS					
				TOLERANCES					
				LINEAR					
				UP TO <= 0.05					
				OVER 0.05 UP TO 0.1					
				OVER 0.1 UP TO 0.5					
				OVER 0.5 UP TO 1.0					
				OVER 1.0 UP TO 10.0					
				OVER 10.0 UP TO 100.0					
				OVER 100.0 UP TO 1000.0					
				ANGULAR ±0.5°					
				SURFACE ROUGHNESS					
				IF IN DOUBT ASK					
				DATE					
				05/10/2021					
				REVISION WEIGHT					
				1 TBC					
				REPLACES DRAWING					
				-					
				PROFILE NUMBER					
				-					
				PART NUMBER					
				RRL 1572-AS					
				2 / 3					
				UNLESS OTHERWISE SPECIFIED					
				ALL DIMENSIONS ARE IN MILLIMETERS					
				TOLERANCES					
				LINEAR					
				UP TO <= 0.05					
				OVER 0.05 UP TO 0.1					
				OVER 0.1 UP TO 0.5					
				OVER 0.5 UP TO 1.0					
				OVER 1.0 UP TO 10.0					
				OVER 10.0 UP TO 100.0					
				OVER 100.0 UP TO 1000.0					
				ANGULAR ±0.5°					
				SURFACE ROUGHNESS					
				IF IN DOUBT ASK					



TMH3000 - 3T IF LHR

AIR SUPPLY SET (SPECIAL VERSION) - PARTS LIST

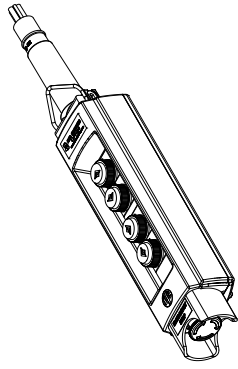
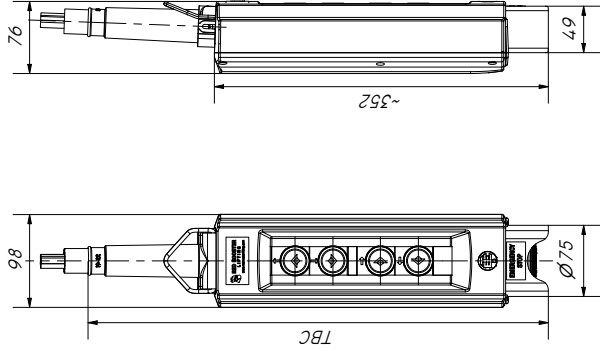
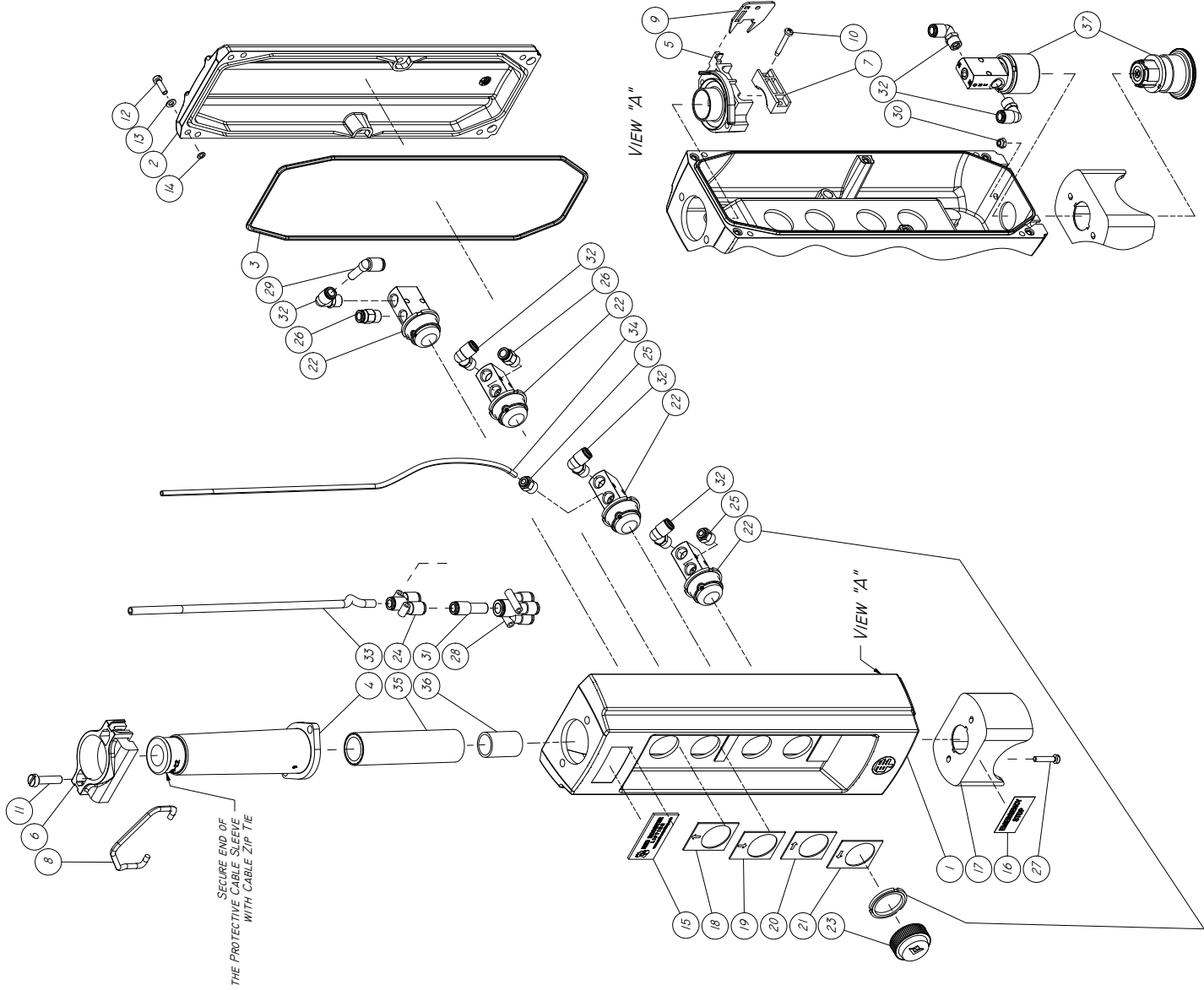


AIR SUPPLY SET (SPECIAL VERSION) - PARTS LIST		
ITEM	QTY	PART NUMBER
1	1	MF-01
2	1	BULH-1004106
4	14	NL 8
5	6	NL 8SP
6	20	ISO 4032 - M8
7	1	RRL 1572-AS
8	4	RRL 1572-24
9	2	RRL 1572-26
10	1	RRL 1572-28
11	1	AW60CH18-18-XL430
15	1	AL 60-15-8-A
16	1	1600-A
SCALE NITS MATERIAL 1600-A		
DATE SIGNATURE 3/9/2021 <i>[Signature]</i>		
DATE SIGNATURE 05/10/2021 <i>[Signature]</i>		
DATE SIGNATURE 06/10/2021 <i>[Signature]</i>		
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DATE SIGNATURE 09/10/2021 <i>[Signature]</i>		
DATE SIGNATURE 10/10/2021 <i>[Signature]</i>		
DATE SIGNATURE 11/10/2021 <i>[Signature]</i>		
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DATE SIGNATURE 15/11/2021 <i>[Signature]</i>		
DATE SIGNATURE 16/11/2021 <i>[Signature]</i>		

RRI-VTP4 - 4 STATION PENDANT C/W EMERGENCY STOP VALVE (BIK3206P-BS54)

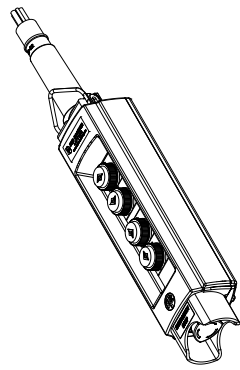
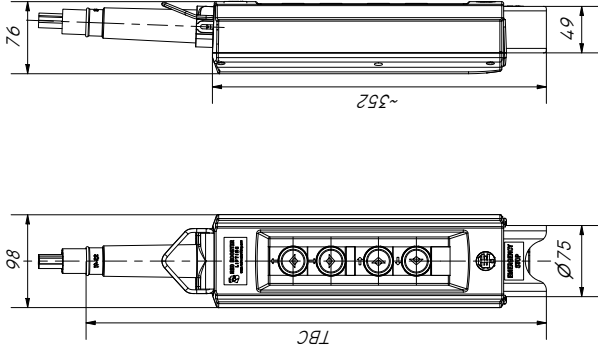
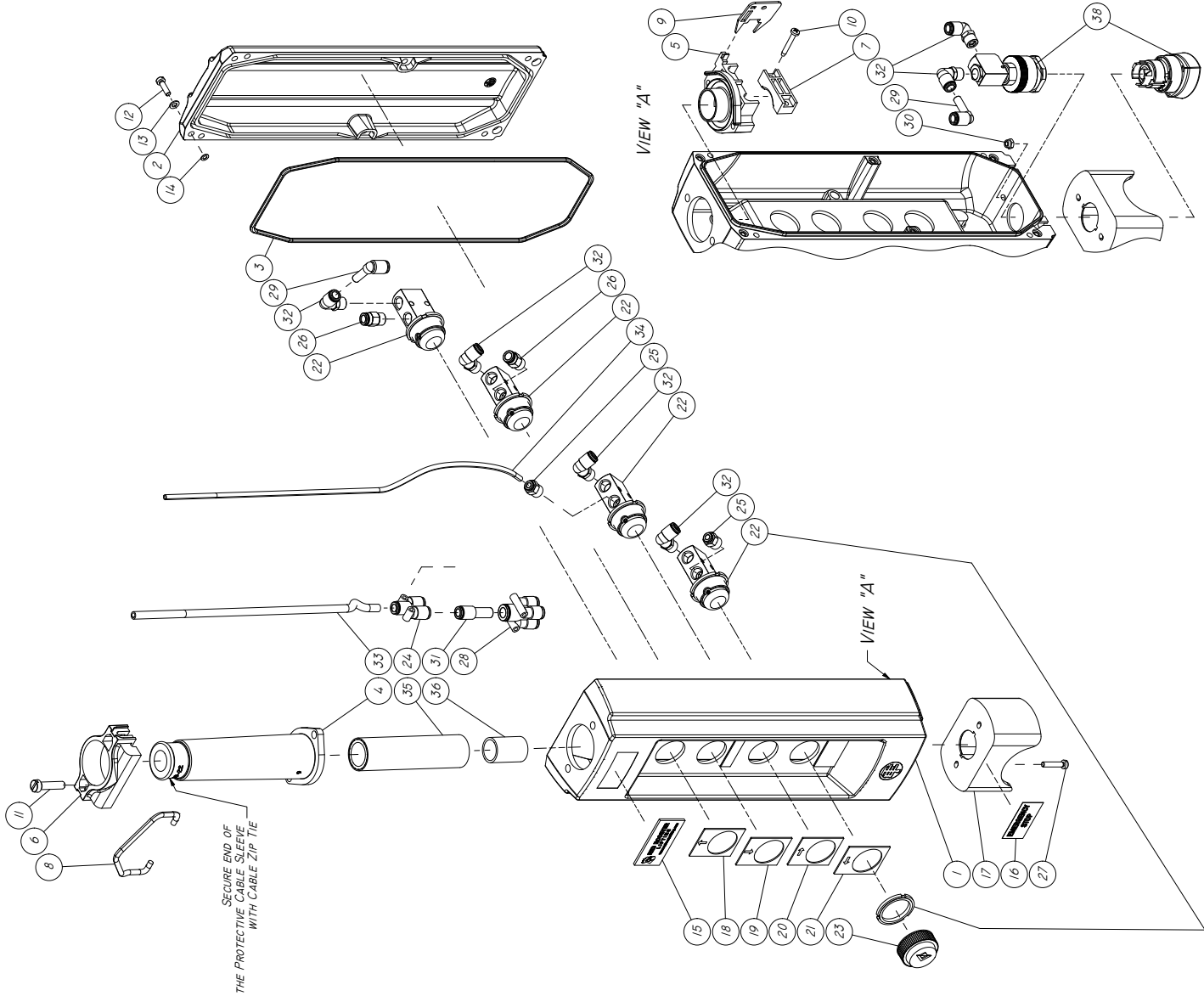
REV.	DATE	APPROVED
0	21/03/2024	PAUL SHEWAN

REVISION HISTORY
REV. DATE APPROVED
0 21/03/2024 PAUL SHEWAN



RRI-VTP4 - 4 STATION PENDANT C/W EMERGENCY STOP VALVE (BIK3206P-BS54) - PARTS LIST			REV.
ITEM QTY	PART NUMBER	DESCRIPTION	0
1	RRI-VTP4-01	FRONT CASE	
2	XACA04-02	REAR CASE	
3	XACA04-03	RUBBER SEAL	
4	XACB02-04	PROTECTIVE CABLE SLEEVE	
5	XACB02-05	PROTECTIVE CABLE SLEEVE MOUNTING I	
6	XACB02-06	PROTECTIVE CABLE SLEEVE MOUNTING II	
7	XACB02-07	PROTECTIVE CABLE SLEEVE MOUNTING I - BRACKET	
8	XACB02-08	PROTECTIVE CABLE SLEEVE MOUNTING II - HANGER	
9	XACB02-09	CASE ENCLOSE KEY	
10	XACB02-10	CROSS RECESSED PAN HEAD TAPPING SCREW 3.5X25	
11	XACB02-11	SLOTTED CHEESE HEAD SCREW M6X25	
12	XACB02-12	SLOTTED CHEESE HEAD SCREW M4X16	
13	XACB02-13	WASHER M4	
14	XACB02-14	PLASTIC WASHER M4	
15	RRI-LABEL-REDROOSTER	RED ROOSTER LABEL	0
16	RRI-LABEL-E-STOP	EMERGENCY STOP LABEL	0
17	E-STOP-GUARD	YELLOW E-STOP GUARD	
18	XAC-B-LEGEND-UP	UP LEGEND	
19	XAC-B-LEGEND-DOWN	DOWN LEGEND	
20	XAC-B-LEGEND-RIGHT	RIGHT LEGEND	
21	XAC-B-LEGEND-LEFT	LEFT LEGEND	
22	BIK-3209-VALVE	BUTTON VALVE	
23	BIK-3209-VALVE-B-COVER	BUTTON COVER	
24	P080	BRANCH	
25	P089	1/8" BSP TO 4MM PUSH FIT	
26	P089	1/8" BSP TO 4MM PUSH FIT	
27	P089	SLOTTED CHEESE HEAD SCREW M4X20	
28	P12	OPHIDABLE IN BRANCH	
29	P12	OPHIDABLE IN BRANCH	
30	P18	RED ALUMINUM	
31	301P	8MM-5MM REDUCER	
32	301P	1/8" BSP TO 6MM PUSH FIT ELBOW	
33	HP7	6MM POLYURETHANE TUBES	
34	HP8	4MM POLYURETHANE TUBES	
35	HP8	3/4" BRAIDED PU/C AIR HOSE	
36	HPL	STIFFENER	
37	RRI-VTP2-03	EMERGENCY STOP VALVE AND BUTTON	0
SCALE	MATERIAL	TITLE OF PART	PART NUMBER
NTS	BIK3206P-BS54	GENERAL ASSEMBLY	RRI-VTP4-00
DESIGNED BY	R. TWOREK	DATE	07/11/2023
DRAWN BY	R. TWOREK	REVISION WEIGHT	0 3.0 KG
CHECKED BY	T. MINOLARSKI	REPLACES DRAWING	-
APPROVED BY	P. SHEWAN	PROFILE NUMBER	-
SHEET SIZE	A3	TITLE OF PROJECT	RRI-VTP4 - 4 STATION PENDANT
RRI-VTP4 - 4 STATION PENDANT C/W EMERGENCY STOP VALVE (BIK3206P-BS54)			
UNLESS OTHERWISE SPECIFIED			
ALL DIMENSIONS ARE IN MILLIMETERS			
TOLERANCES			
LINEAR			
UP TO 30.05			
OVER 30.05 UP TO 75.05			
OVER 75.05 UP TO 150.05			
OVER 150.05 UP TO 300.05			
OVER 300.05 UP TO 600.05			
OVER 600.05 UP TO 1200.05			
ANGULAR ±0.5°			
SURFACE ROUGHNESS Ra			
IF IN DOUBT ASK			

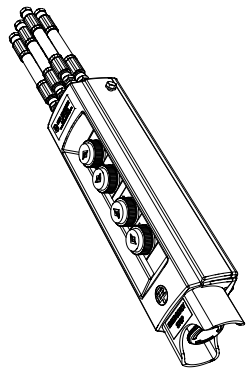
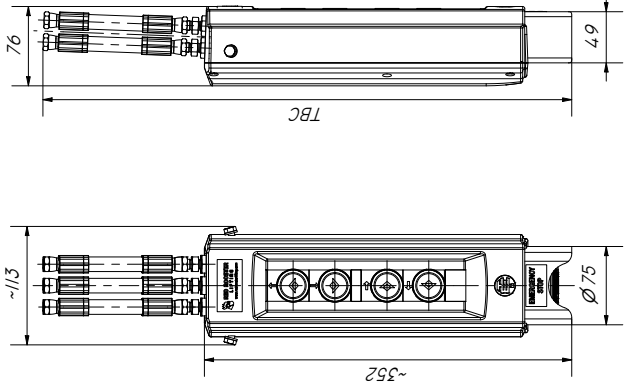
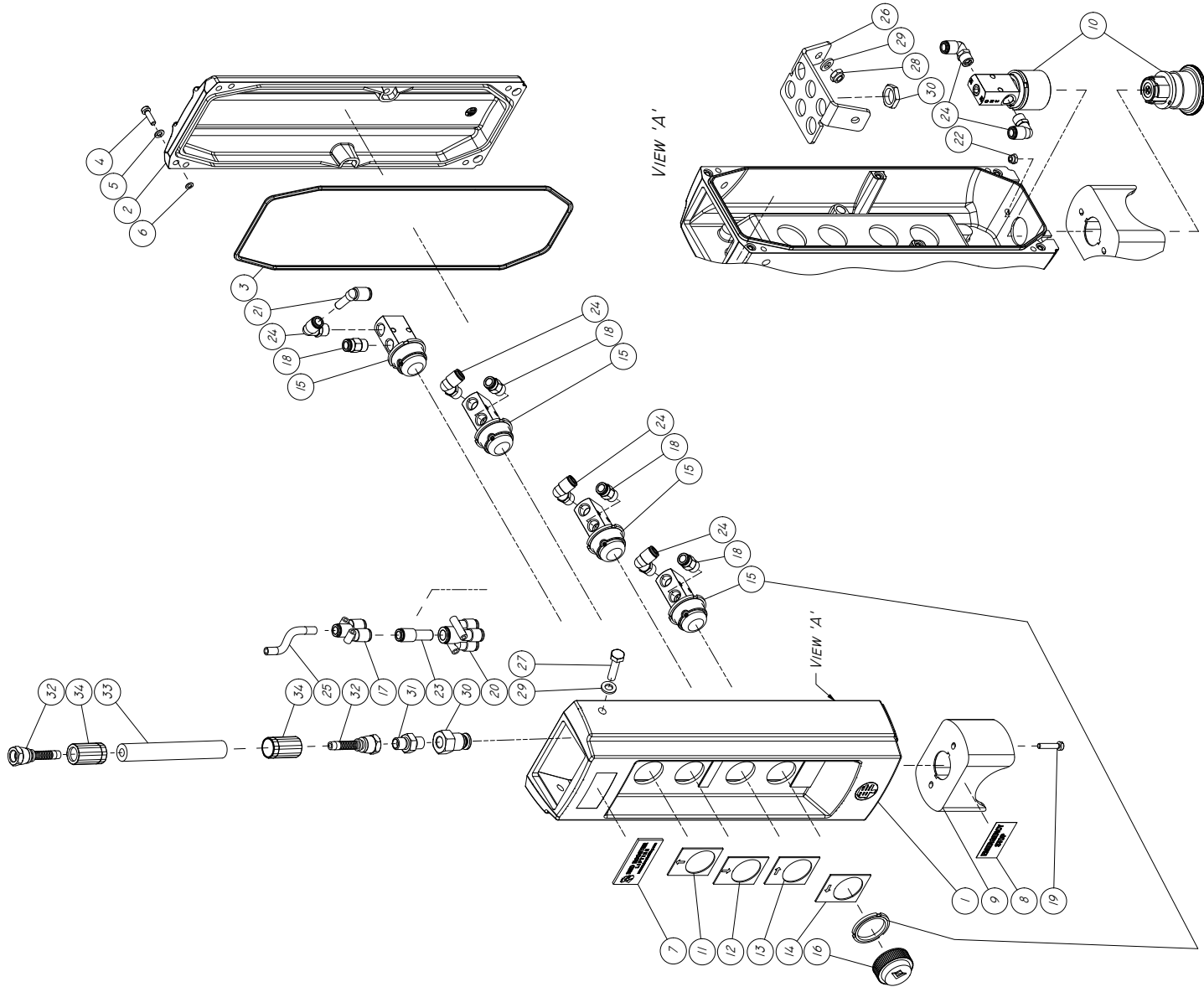
RRI-VTP4 - 4 STATION PENDANT C/W EMERGENCY STOP VALVE (S406-MJV03-ASSY)



RRI-VTP4 - 4 STATION PENDANT C/W EMERGENCY STOP VALVE (S406-MJV03-ASSY) - PARTS LIST			
ITEM QTY	PART NUMBER	DESCRIPTION	REV.
1	RRI-VTP4-01	FRONT CASE	0
2	XACA02-02	RUBBER SEAL	
3	XACA02-04	PROTECTIVE CABLE SLEEVE	
4	XALB02-05	PROTECTIVE CABLE SLEEVE MOUNTING I	
5	XALB02-06	PROTECTIVE CABLE SLEEVE MOUNTING II	
6	XALB02-07	PROTECTIVE CABLE SLEEVE MOUNTING I - BRACKET	
7	XALB02-08	PROTECTIVE CABLE SLEEVE MOUNTING II - HANGER	
8	XALB02-09	CASE ENCLOSURE KEY	
9	XALB02-10	CROSS RECESSED PAN HEAD TAPPING SCREW 3.5X25	
10	XALB02-11	SLOTTED CHEESE HEAD SCREW M6X25	
11	XALB02-12	SLOTTED CHEESE HEAD SCREW M4X14	
12	XALB02-13	PLAS WASHER M4	
13	XALB02-14	RED PUSHER LABEL	0
14	RRI-LABEL-RED-ROOSTER	EMERGENCY STOP LABEL	0
15	RRI-LABEL-STOP	YELLOW STOP LABEL	
16	RRI-LABEL-STOP	UP LEGEND	
17	XAC-B-L-LEGEND-UP	DOWN LEGEND	
18	XAC-B-L-LEGEND-DOWN	RIGHT LEGEND	
19	XAC-B-L-LEGEND-RIGHT	LEFT LEGEND	
20	XAC-B-L-LEGEND-LEFT	BUTTON VALVE	
21	BIK-3209-F-VALVE	BUTTON COVER	
22	BIK-3209-20L-B-COVER	Y1 BRANCH	
23	P080	1/8" BSP TO 4MM PUSH FIT	
24	P080	1/8" BSP TO 6MM PUSH FIT	
25	P087	1/8" BSP TO 6MM PUSH FIT	
26	P087	SLOTTED CHEESE HEAD SCREW M4X20	
27	105P	6MM DOUBLE Y1 BRANCH	
28	P112	6MM PLUG IN ELBOW	
29	P118	HEX NYLOC NUT M4	
30	133-IP	8MM-6MM REDUCER	
31	301P	1/8" BSP TO 6MM PUSH FIT ELBOW	
32	304P	6MM POLYURETHANE TUBES	
33	HP7	4MM POLYURETHANE TUBES	
34	HP8	3/4" BRAIDED PVC AIR HOSE	
35	HP4	STIFFENER	
36	RRI-VTP2-02	EMERGENCY STOP VALVE AND BUTTON	
37	S406-MJV03-ASSY		
38			
SCALE			
NTS			
TITLE OF PART			
GENERAL ASSEMBLY			
PART NUMBER			
RRI-VTP4-00			
2 / 2			
UNLESS OTHERWISE SPECIFIED			
ALL DIMENSIONS ARE IN MILLIMETERS			
TOLERANCES			
LINEAR			
OVER 30 UP TO 50.8			
OVER 50.8 UP TO 101.6			
OVER 101.6 UP TO 152.4			
OVER 152.4 UP TO 304.8			
OVER 304.8 UP TO 609.6			
ANGULAR ±0.5°			
SURFACE ROUGHNESS			
IF IN DOUBT ASK			
DESIGNED BY			
R. THORP			
DRAWN BY			
R. THORP			
CHECKED BY			
T. MCKALEWSKI			
APPROVED BY			
P. SIEMAN			
SHEET SIZE			
A3			
TITLE OF PROJECT			
RRI-VTP4 - 4 STATION PENDANT			
DATE			
07/11/2023			
REVISION WEIGHT			
0 3.0 KG			
REPLACES DRAWING			
-			
PROFILE NUMBER			
-			

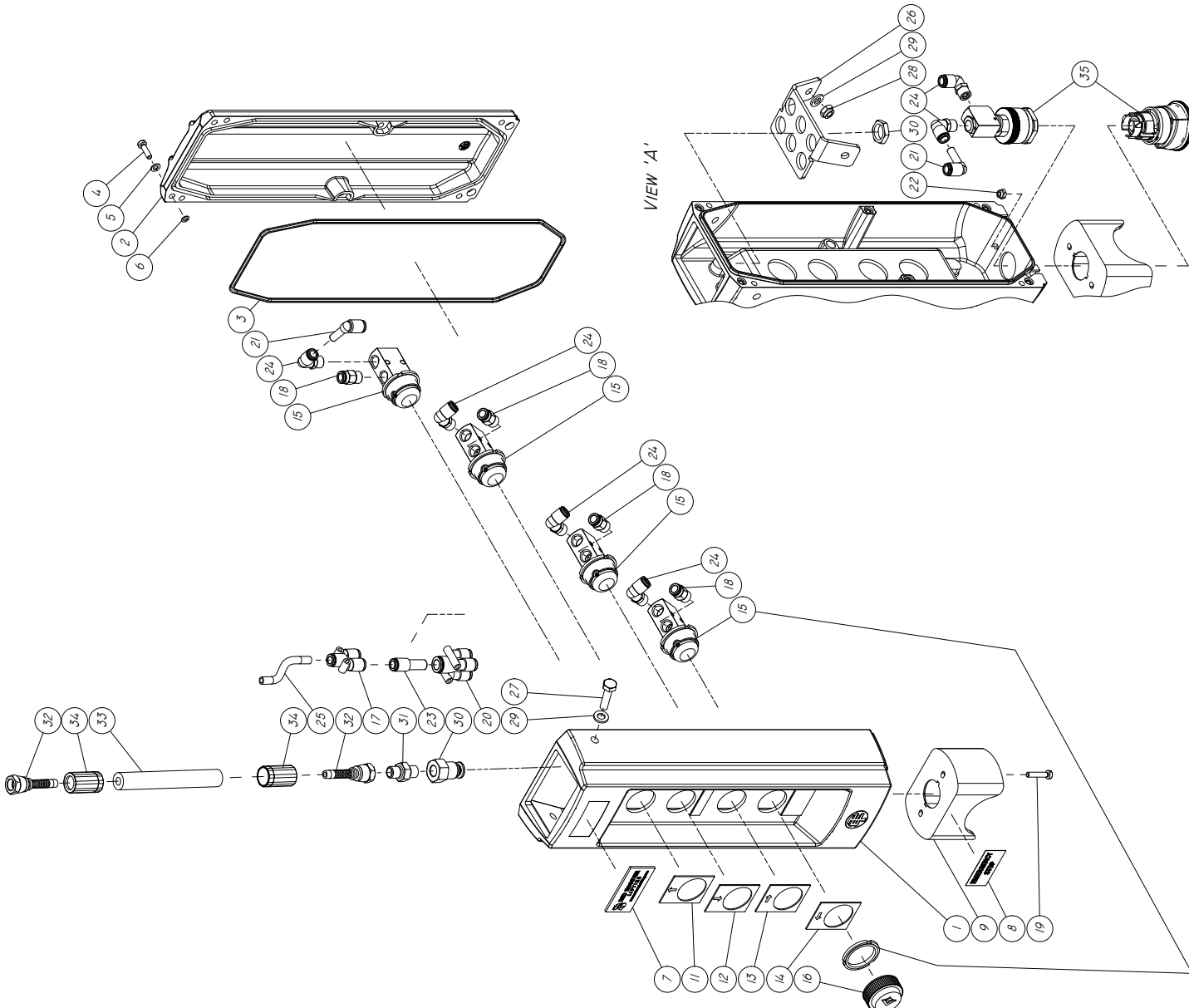
RRI-VTP4-M - 4 STATION PENDANT C/W EMERGENCY STOP VALVE (BIK3206P-BS54)

REVISION HISTORY		
REV.	DATE	APPROVED
0	21/03/2024	PAUL SHEWAN

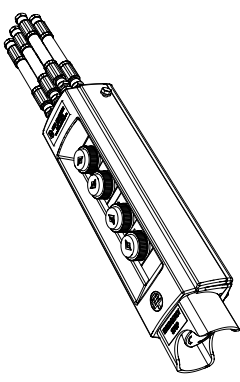
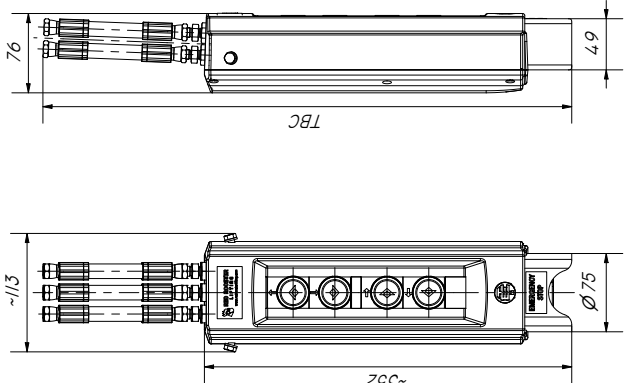


RRI-VTP4-M - 4 STATION PENDANT C/W EMERGENCY STOP VALVE (BIK3206P-BS54) - PARTS LIST		
ITEM QTY	PART NUMBER	DESCRIPTION
1	RRI-VTP4-M-01	FRONT CASE
2	XACA01-02	RUBBER SEAL
3	XACA01-03	WASHER M4
4	XALC02-12	SLOTTED CHEESE HEAD SCREW M4X14
5	XALC02-13	PLASTIC WASHER M4
6	XALC02-14	RED ROOSTER LABEL
7	RRI-VTP4-M-02	EMERGENCY STOP VALVE
8	RRI-VTP4-M-03	EMERGENCY STOP VALVE AND BUTTON
9	BIK3206P-BS54	DOWN LEGEND
10	XACB-LEGEND-UP	UP LEGEND
11	XACB-LEGEND-DOWN	RIGHT LEGEND
12	XACB-LEGEND-UP	LEFT LEGEND
13	XACB-LEGEND-DOWN	BUTTON VALVE
14	BIK3206P-BS54	BUTTON COVER
15	BIK3206P-BS54	Y-BRANCH
16	P087	1/8" BSP TO 6MM PUSH FIT
17	P087	SLOTTED CHEESE HEAD SCREW M4X20
18	P087	6MM DOUBLE Y-BRANCH
19	P112	6MM PLUG IN ELBOW
20	P112	HEX NYLOC NUT M4
21	P112	8MM-6MM REDUCER
22	P112	1/8" BSP TO 6MM PUSH FIT ELBOW
23	P112	6MM POLYURETHANE TUBES
24	P112	PENDANT BRACKET
25	P112	HEX HEAD BOLT
26	P112	HEX NYLOC NUT M6
27	P112	FLAT WASHER M6
28	P112	6MM TO 1/8" BSP BULHEAD ADAPTOR
29	P112	1/8" BSP HEX NIPPLE C/W 60° CONE
30	P112	1/8" BSP TO 1/4" SWIVEL HOSE TAIL
31	P112	1/4" ANTI-STATIC 20BAR BLACK AIR HOSE (BS EN ISO 2398:2016)
32	P112	1/4" HOSE
33	P112	1/4" HOSE FERRULE (GALVANISED)
34	P112	1/4" HOSE FERRULE (GALVANISED)
TITLE OF PART		
GENERAL ASSEMBLY		
RRI-VTP4-M-00		
1 / 2		
UNLESS OTHERWISE SPECIFIED		
ALL DIMENSIONS ARE IN MILLIMETRES		
TOLERANCES		
LINEAR		
OVER 100 UP TO 1000 ±0.1		
OVER 1000 UP TO 10000 ±0.2		
OVER 10000 UP TO 100000 ±0.5		
OVER 100000 UP TO 1000000 ±1.0		
ANGULAR ±0.5°		
SURFACE ROUGHNESS 'Ra'		
IF IN DOUBT ASK		

RRI-VTP4-M - 4 STATION PENDANT C/W EMERGENCY STOP VALVE (S406-MJV03-ASSY)



VIEW 'A'



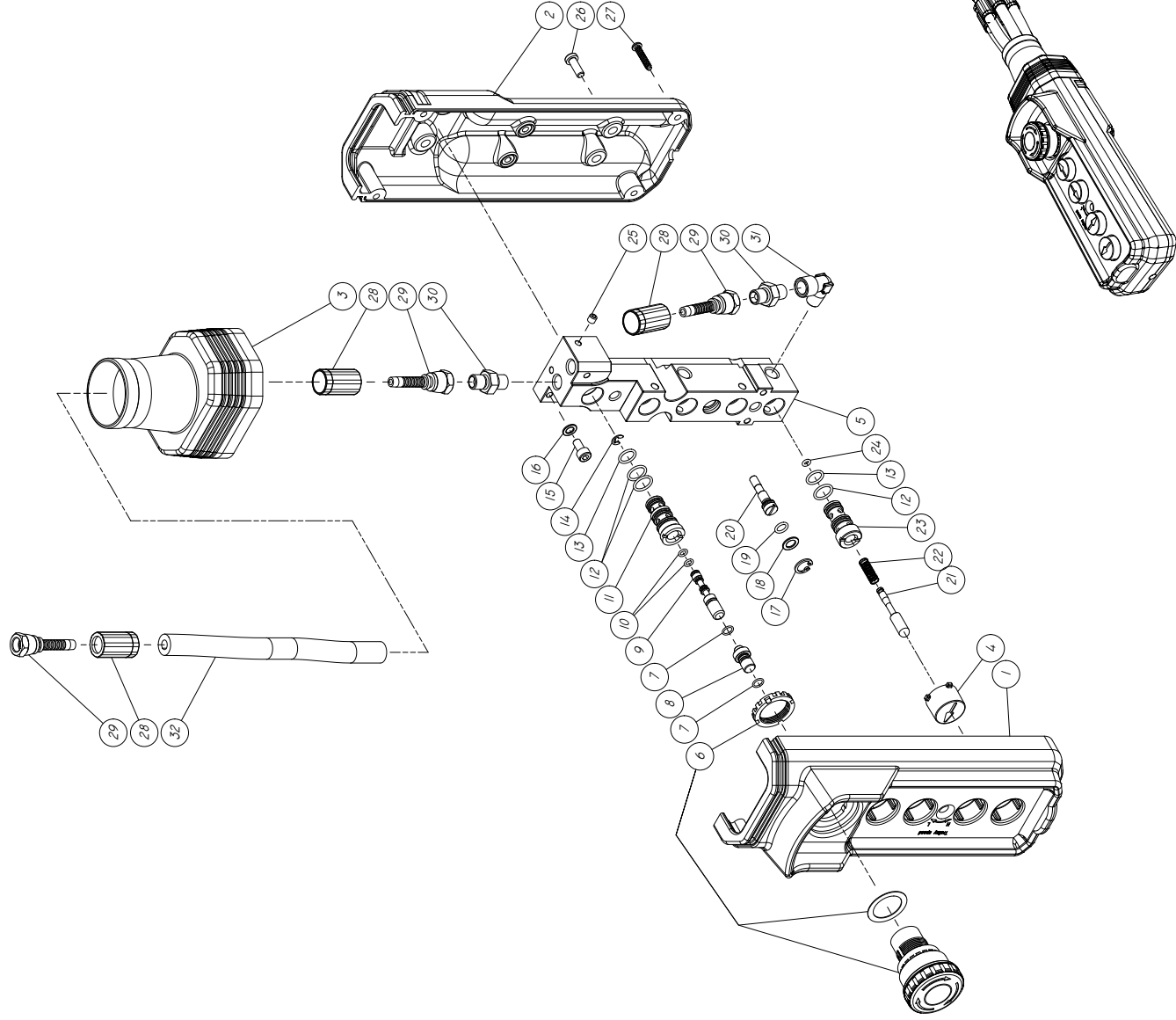
RRI-VTP4-M - 4 STATION PENDANT C/W EMERGENCY STOP VALVE (S406-MJV03-ASSY) - PARTS LIST			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	RRI-VTP4-M-01	FRONT CASE
2	1	XAC401-02	RUBBER SEAL
3	1	XAC401-03	WASHER M4
4	6	XAC602-12	SLOTTED CHEESE HEAD SCREW M4X14
5	6	XAC602-13	WASHER M4
6	6	XAC602-15	PLASTIC WASHER M4
7	1	RRI-LABEL-ROOSTER	RED ROOSTER LABEL
8	1	RRI-STOP-VALVE	EMERGENCY STOP VALVE
9	1	RRI-STOP-VALVE	YELLOW STOP GUARD
10	1	XAC-B-LEGEND-UP	UP LEGEND
11	1	XAC-B-LEGEND-DOWN	DOWN LEGEND
12	1	XAC-B-LEGEND-RIGHT	RIGHT LEGEND
13	1	XAC-B-LEGEND-LEFT	LEFT LEGEND
14	1	XAC-B-LEGEND-UP	UP LEGEND
15	4	BIK-3209-P-VALVE	BUTTON VALVE
16	4	BIK-3209-201-B-COVER	BUTTON COVER
17	1	P087	Y-BRANCH
18	4	P087	1/8" BSP TO 6MM PUSH FIT
19	2	P102	SLOTTED CHEESE HEAD SCREW M4X20
20	1	P112	6MM DOUBLE Y-BRANCH
21	2	P118	6MM PLUG IN ELBOW
22	2	131-IP	HEX NYLOC NUT M4
23	1	301P	8MM-6MM REDUCER
24	6	301P	1/8" BSP TO 6MM PUSH FIT ELBOW
25	1	HP7	6MM POLYURETHANE TUBES
26	1	RRI-VTP4-M-02	PENDANT BRACKET
27	2	ISD 4018 - M6 x 25	HEX-HEAD BOLT
28	2	139P	HEX NYLOC NUT M6
29	4	145P	FLAT WASHER M6
30	6	P245	6MM TO 1/8" BSP BULKHEAD ADAPTOR
31	6	P071-I	1/8" BSP HEX NIPPLE C/W 60° CONE
32	12	P016-I	1/8" BSP TO 1/4" SWIVEL HOSE TAIL
33	6	I-4 HOSE	1/4" ANTI-STATIC 20BAR BLACK AIR HOSE (BS EN ISO 2398:2016)
34	12	P002-I	1/4" HOSE FERRULE (GALVANISED)
35	1	S406-MJV03-ASSY	EMERGENCY STOP VALVE AND BUTTON
SCALE			
NTS			
DESIGNED BY			
R. THORPE			
DRAWN BY			
R. THORPE			
CHECKED BY			
T. MIKOLAJEWSKI			
APPROVED BY			
P. SIEMAN			
SHEET SIZE			
A3			
TITLE OF PART			
GENERAL ASSEMBLY			
PART NUMBER			
RRI-VTP4-M-00			
DATE			
09/11/2023			
REVISION WEIGHT			
0 3.6 KG			
REPLACES DRAWING			
-			
PROFILE NUMBER			
-			
UNLESS OTHERWISE SPECIFIED			
ALL DIMENSIONS ARE IN MILLIMETERS			
TOLERANCES			
LINEAR			
OVER 30 UP TO 100 ±0.1			
OVER 100 UP TO 300 ±0.15			
OVER 300 UP TO 1000 ±0.2			
OVER 1000 UP TO 3000 ±0.3			
OVER 3000 UP TO 10000 ±0.5			
ANGULAR ±0.5°			
SURFACE ROUGHNESS Ra			
IF IN DOUBT ASK			



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THE STANDARD FOR THE FUTURE
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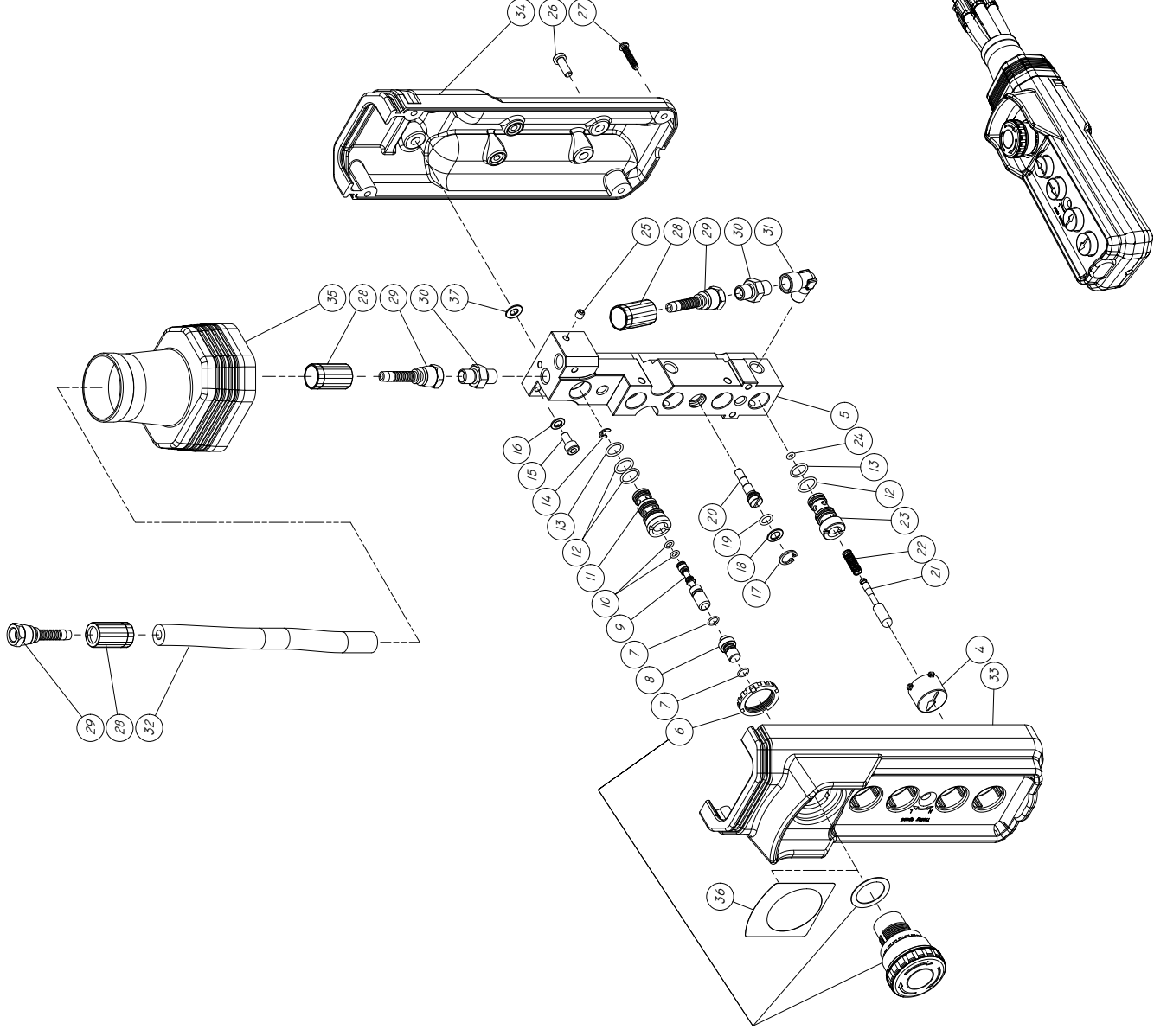
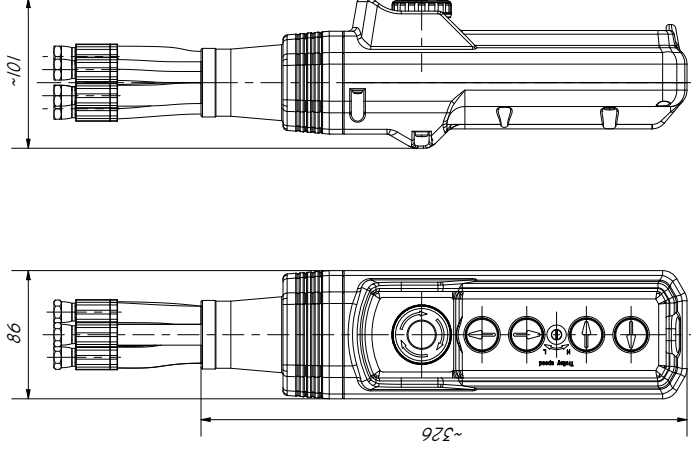
RRI-VTP4-M - 4 STATION PENDANT

REVISION HISTORY		
REV.	DATE	APPROVED
0	21/03/2024	PAUL SHEWAN



ITEM QTY		PART NUMBER		VRD-4R STATION PENDANT - STANDARD VERSION - PARTS LIST		REV
1	1	420235W50		DESCRIPTION		
2	1	420235W60		FRONT CASE		
3	1	36609256		REAR CASE		
4	4	420235X40		BOOT		
5	1	420235X40		BUTTON		
6	1	36690503		VALVE BODY		
7	2	13103004		EMERGENCY STOP BUTTON		
8	1	420228W00		O-RING S-6		
9	1	420224V61		PUSH ROD		
10	2	13103002		EMERGENCY STOP VALVE		
11	1	420228V50		O-RING S-4		
12	6	13103009		EMERGENCY STOP BUSHING		
13	5	13103008		O-RING S-II.2		
14	1	36803204		O-RING S-10		
15	1	13170530		RETAINING RING E-4		
16	1	131509205		HEX SOCKET HEAD CAP SCREW M5X10		
17	1	13030192		WASHER M5		
18	1	131309206		RETAINING RING H-12		
19	1	13103005		WASHER M6		
20	1	420235V40		O-RING S-7		
21	4	420218V80		ADJUST SCREW		
22	4	130802036		THROTTLE VALVE		
23	4	420218V-0		SPRING 6X18X0.32		
24	4	13109001		BUSHING		
25	4	132105305		O-RING S-3 (HS90)		
26	4	132404114		HEX SOCKET SET SCREW M5X5		
27	6	132904221		PHILLIPS PAN HEAD SELF-TAPPING SCREW M5X40		
28	12	P002-1		1/4" HOSE FERRULE (GALVANIZED)		
29	12	P016-1		1/8" BSP TO 1/4" SWIVEL HOSETAIL		
30	6	P071-1		1/8" BSP HEX NIPPLE C/W 60° CONE		
31	4	P128		1/8" BSP COMPACT ELBOW C/W 60° CONE		
32	6	I-4, HOSE		1/4" ANTI-STATIC 20BAR BLACK AIR HOSE (BS EN ISO 2398:2016)		
SCALE		MATERIAL		TITLE OF PART		PART NUMBER
NTS		(as relevant)		GENERAL ASSEMBLY		VRD-4R-00 1 / 2
DESIGNED BY:	R. THORER	SUBMITAL	DATE	DATE		UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS ARE IN MILLIMETERS
DRAWN BY:	R. THORER		10/09/2023	11/09/2023		TOLERANCES FRACTIONS OVER 50 TO 125 1/10 OVER 125 TO 250 1/20 OVER 250 TO 500 1/30 OVER 500 TO 1000 1/40 OVER 1000 1/50
CHECKED BY:	T. MICALA-RISHIN		11/09/2023	REVISION WEIGHT		LINEAR
APPROVED BY:	P. SHEWAN		12/10/2023	0 2.8 KG		ANGULAR 4.0/5°
SHEET SIZE		TITLE OF PROJECT		REPLACES DRAWING		SURFACE ROUGHNESS R _a IF IN DOUBT ASK
A3		VRD-4R STATION PENDANT		-		

VRD-4R STATION PENDANT - ATEX VERSION



ITEM QTY	PART NUMBER	WD-4R STATION PENDANT - ATEX VERSION - PARTS LIST	REV
4	420235140	BUTTON	
5	420235140	VALVE BODY	
6	420235140	EMERGENCY STOP BUTTON	
7	420235140	CHARGE COIL	
8	420235140	PISTON ROD	
9	420235140	EMERGENCY STOP VALVE	
10	420235140	O-RING S-4	
11	420235140	EMERGENCY STOP BUSHING	
12	420235140	O-RING S-11-2	
13	420235140	O-RING S-10	
14	420235140	RETAINING RING E-4	
15	420235140	HEX SOCKET HEAD CAP SCREW M5X10	
16	420235140	WASHER M5	
17	420235140	RETAINING RING H-12	
18	420235140	O-RING S-7	
19	420235140	WASHER M6	
20	420235140	ADJUST SCREW	
21	420235140	THROTTLE VALVE	
22	420235140	SPRING Ø18X0.32	
23	420235140	BUSHING	
24	420235140	O-RING S-3 (H590)	
25	420235140	HEX SOCKET SET SCREW M5X5	
26	420235140	PHILLIPS PAN HEAD MACHINE SCREW M5X14	
27	420235140	PHILLIPS PAN HEAD SELF-TAPPING SCREW 4X20	
28	420235140	1/4" HOSE FERRULE (GALVANISED)	
29	420235140	1/8" BSP TO 1/4" SWIVEL HOSE TAIL	
30	420235140	1/8" BSP HEX NIPPLE C/W 60° CONE	
31	420235140	1/8" BSP COMPACT ELBOW C/W 60° CONE	
32	420235140	1/4" ANTI-STATIC ZOBAR BLACK AIR HOSE (BS EN ISO 2398:2016)	
33	420235140	FRONT CASE	
34	420235140	REAR CASE	
35	420235140	BOSS	
36	420235140	YELLOW STICKER	
37	420235140	WASHER M5	

SCALE 1:1

NTS

DATE 15/07/2023

SIGNATURE [Signature]

DESIGNED BY R. TOWERS

DRAWN BY R. TOWERS

CHECKED BY T. MINGLINSKI

APPROVED BY P. SIEMAN

SHEET SIZE A3

SCALE 1:1

NTS

DATE 15/07/2023

SIGNATURE [Signature]

DESIGNED BY R. TOWERS

DRAWN BY R. TOWERS

CHECKED BY T. MINGLINSKI

APPROVED BY P. SIEMAN

SHEET SIZE A3

SCALE 1:1

NTS

DATE 15/07/2023

SIGNATURE [Signature]

DESIGNED BY R. TOWERS

DRAWN BY R. TOWERS

CHECKED BY T. MINGLINSKI

APPROVED BY P. SIEMAN

SHEET SIZE A3

SCALE 1:1

NTS

DATE 15/07/2023

SIGNATURE [Signature]

DESIGNED BY R. TOWERS

DRAWN BY R. TOWERS

CHECKED BY T. MINGLINSKI

APPROVED BY P. SIEMAN

SHEET SIZE A3

SCALE 1:1

NTS

DATE 15/07/2023

SIGNATURE [Signature]

DESIGNED BY R. TOWERS

DRAWN BY R. TOWERS

CHECKED BY T. MINGLINSKI

APPROVED BY P. SIEMAN

SHEET SIZE A3

SCALE 1:1

NTS

DATE 15/07/2023

SIGNATURE [Signature]

DESIGNED BY R. TOWERS

DRAWN BY R. TOWERS

CHECKED BY T. MINGLINSKI

APPROVED BY P. SIEMAN

SHEET SIZE A3

SCALE 1:1

NTS

DATE 15/07/2023

SIGNATURE [Signature]

DESIGNED BY R. TOWERS

DRAWN BY R. TOWERS

CHECKED BY T. MINGLINSKI

APPROVED BY P. SIEMAN

SHEET SIZE A3

SCALE 1:1

NTS

DATE 15/07/2023

SIGNATURE [Signature]

DESIGNED BY R. TOWERS

DRAWN BY R. TOWERS

CHECKED BY T. MINGLINSKI

APPROVED BY P. SIEMAN

SHEET SIZE A3

SCALE 1:1

NTS

DATE 15/07/2023

SIGNATURE [Signature]

DESIGNED BY R. TOWERS

DRAWN BY R. TOWERS

CHECKED BY T. MINGLINSKI

APPROVED BY P. SIEMAN

SHEET SIZE A3

SCALE 1:1

NTS

DATE 15/07/2023

SIGNATURE [Signature]

DESIGNED BY R. TOWERS

DRAWN BY R. TOWERS

CHECKED BY T. MINGLINSKI

APPROVED BY P. SIEMAN

SHEET SIZE A3

SCALE 1:1

NTS

DATE 15/07/2023

SIGNATURE [Signature]

DESIGNED BY R. TOWERS

DRAWN BY R. TOWERS

CHECKED BY T. MINGLINSKI

APPROVED BY P. SIEMAN

SHEET SIZE A3

SCALE 1:1

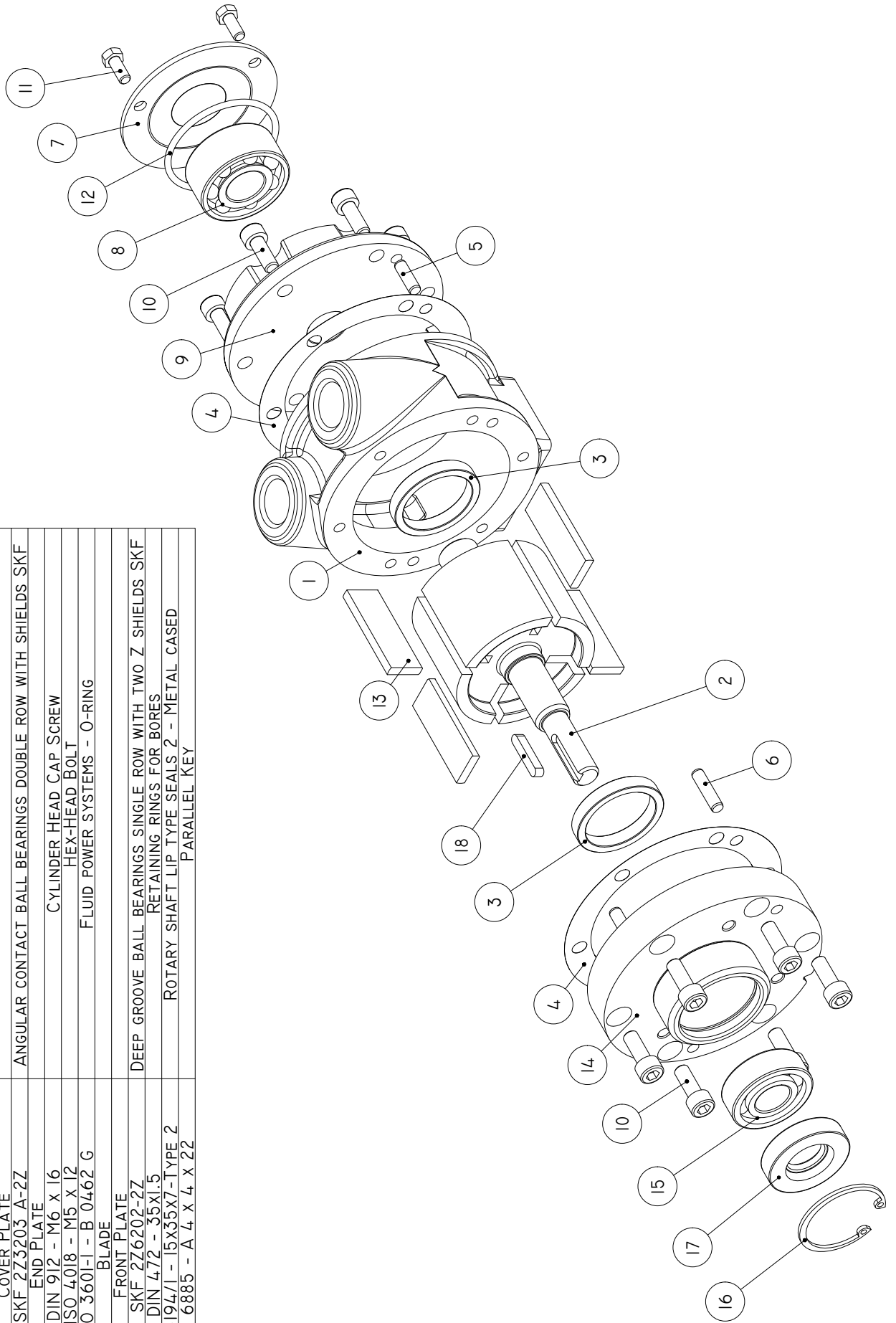
NTS

DATE 15/07/2023

SIGNATURE</

AIR MOTOR GLOBE VA4J

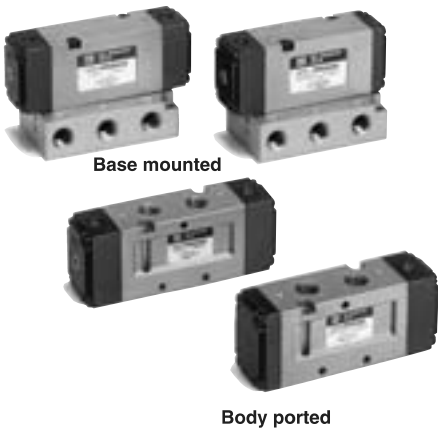
PARTS LIST		
ITEM	QTY	NAME DESCRIPTION
1	1	BODY
2	1	ROTOR SHAFT
3	2	EJECTION RING
4	2	GASKET
5	2	ISO 2338 - 5 H8 x 16 - B
6	2	ISO 2338 - 5 H8 x 20 - B
7	1	COVER PLATE
8	1	SKF 2Z3203 A-2Z
9	1	END PLATE
10	12	DIN 912 - M6 x 16
11	3	ISO 4018 - M5 x 12
12	1	ISO 3601-1 - B 0462 G
13	4	BLADE
14	1	FRONT PLATE
15	1	SKF 2Z6202-2Z
16	1	DIN 472 - 35x1.5
17	1	ISO 6194/1 - 15x35x7-TYPE 2
18	1	DIN 6885 - A 4 x 4 x 22
		ANGULAR CONTACT BALL BEARINGS DOUBLE ROW WITH SHIELDS SKF
		CYLINDER HEAD CAP SCREW
		HEX-HEAD BOLT
		FLUID POWER SYSTEMS - O-RING
		DEEP GROOVE BALL BEARINGS SINGLE ROW WITH TWO Z SHIELDS SKF
		RETAINING RINGS FOR BORES
		ROTARY SHAFT LIP TYPE SEALS 2 - METAL CASED
		PARALLEL KEY



HOW TO SELECT A VERSA VALVE

Every letter and digit in the product number has a significant meaning. The product number VFA5320-03P shown below shows the following:

V	F	A	5	3	20	-	03
VALVE SERIES			№ OF PORTS	FUNCTION	BODY TYPE		PORT SIZE
Air Operated Valve Pneumatic Pilot Spring Centreing			5	3 position closed center	Body Ported		03 3/8"



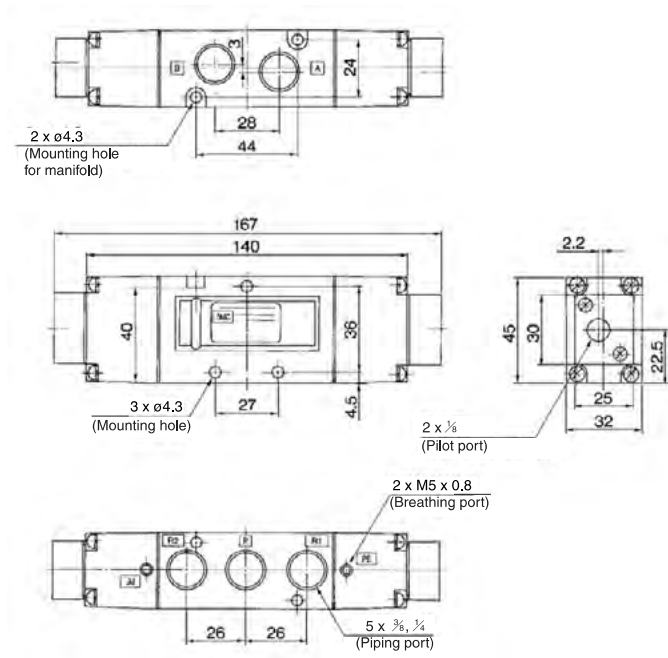
Specifications

Fluid		Air
Operating pressure range (MPa)	2 position single	0.15 to 0.9
	2 position double	0.1 to 0.9
	3 position	0.15 to 0.9
Pilot pressure range (MPa)	2 position single	(0.4 x P + 0.1) to 0.9, P: Operating pressure
	2 position double	0.1 to 0.9
	3 position	0.15 to 0.9
Ambient and fluid temperature (°C)		-10 to 60 (No freezing. Refer to page 5.)
Lubrication		Not required
Mounting orientation		Free
Impact/Vibration resistance (m/s ²) Note		300/50

 Note) Impact resistance: No malfunction from test using drop impact tester, to axis and right angle directions of main valve, each one time when pilot signal is ON and OFF. (Valve in the initial stage)

Vibration resistance: No malfunction from test with 45 to 2000 Hz one sweep, to axis and right angle direction of main valve, each one time when pilot signal ON and OFF. (Value in the initial stage)

3 position closed centre : VFA5320-03P



HOW TO SELECT A VERSA VALVE

Every letter and digit in the product number has a significant meaning. The product numbers CJJ-4313 and CJJ-4503 shown below (CJJ-4313 which requires the C7M sub-base) indicate the following:

C	J	J	-	4	3	1	3
VALVE SERIES	ACTUATING DEVICES			FUNCTIONAL TYPE OF VALVE	VALVE PORT SIZE	BODY DETAILS	SPOOL DETAILS (FLOW PATTERNS)
V Series "V" Valve Pneumatic service to 200 psi (14 bar)	J Pilot Spring Centreing (for 3 position pilot operated valves)	J Pilot Spring Centreing (for 3 position pilot operated valves)		4 Four-Way	3 1/4" NPT	1 MANIFOLD MOUNTING EXPILOT Body-ported for manifold mounting. This type of body is screw connected to a manifold that is connected to pressure lines and is used for mechanical, manual and ExpiLot type solenoid or pilot actuated valves.	THREE-WAY VALVES 3 Three Position All ports blocked in centre position.

C	J	J	-	4	5	0	3
VALVE SERIES	ACTUATING DEVICES			FUNCTIONAL TYPE OF VALVE	VALVE PORT SIZE	BODY DETAILS	SPOOL DETAILS (FLOW PATTERNS)
V Series "V" Valve Pneumatic service to 200 psi (14 bar)	J Pilot Spring Centreing (for 3 position pilot operated valves)	J Pilot Spring Centreing (for 3 position pilot operated valves)		4 Four-Way	5 1/2" NPT	0 SIDEPORTED-EXPILOT Body with integral, pipe threaded ports. This type of body is directly connected to pressure lines and is used for mechanical, manual nad EXPILOT* type solenoid or pilot actuated valves.	THREE-WAY VALVES 3 Three Position All ports blocked in centre position.

HOW TO SELECT A MANIFOLD

Every letter and digit in the product number has a significant meaning. The product number shown below (C7M-440 which works with the CJJ-4313 valve) indicates the following:

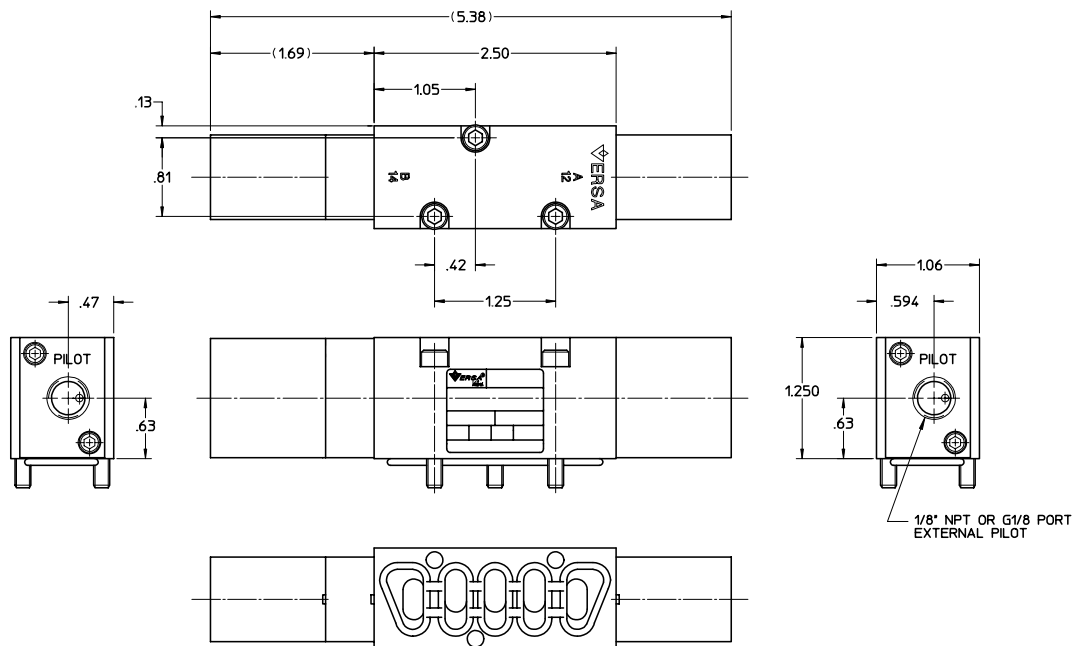
C7M	-	4	4	0
MANIFOLD TYPE VALVE SIZE		VALVE TYPE	CYLINDER PORT SIZE	PORT TYPE
C7M 1/4"		4 Four-Way	4 3/8"	0 NPT

The C7 is a four-way manifold mounted and body ported, two/three position (5/2 5/3) valve, with 1/4" NPT ports standard and ISO G thread optional. The manifold mounted valves are designed to be mounted on a stacking style manifold and can be manual, pilot or electrically operated with a variety coil options, as well as the Plug-In feature. An optional Pre-Wired sub D connector can support up to 12 valves on a manifold.

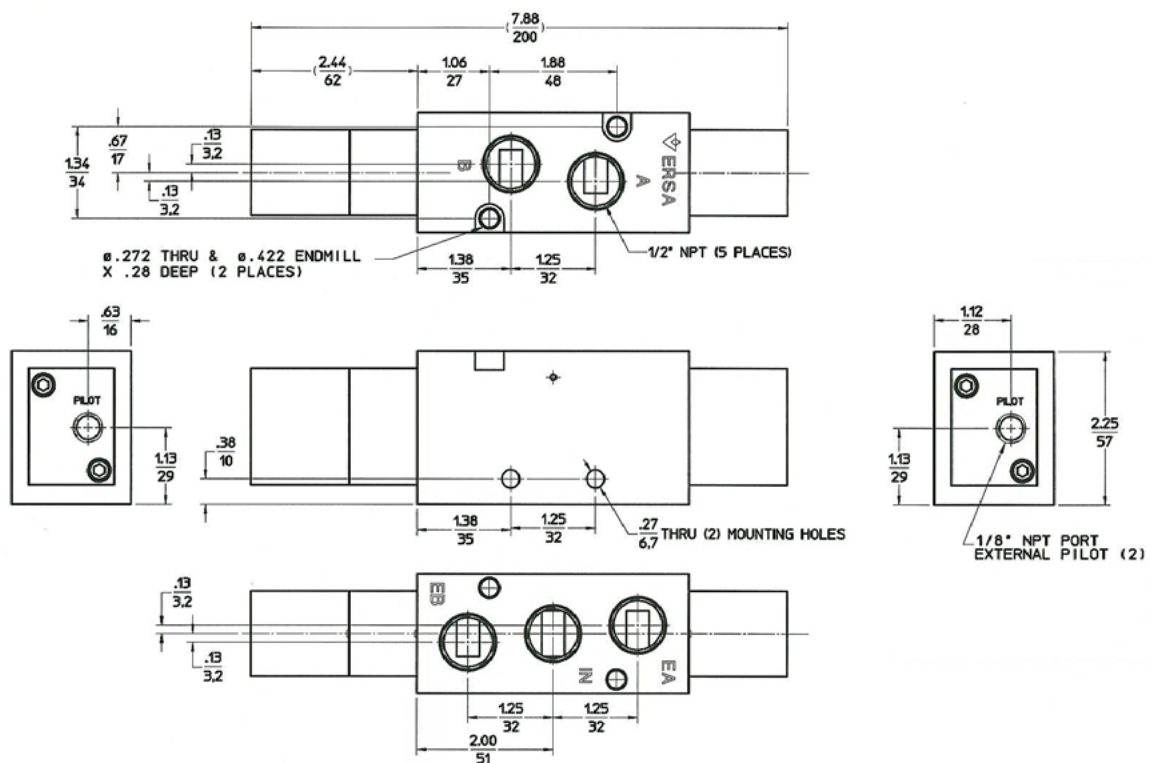
The body ported valves are of a universal flow design, solenoid, manual or pilot operated and can be mounted individually or side by side using #8 screws or on a 2 to 10 station rack mounted manifold (for more information on manual and pilot actuated valves see page 9).

DIMENSIONS

CJJ-4313



CJJ-4503





Series 700

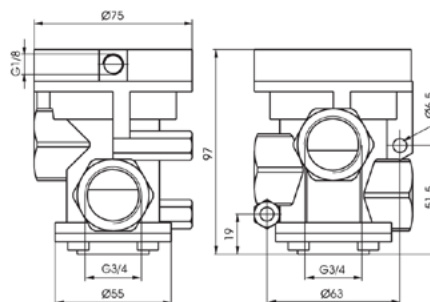
Valves and solenoid valves Poppet system 3/2
for compressed air G3/4"

2

Pneumatic - Spring

3/2

Ordering code

773.32.11.1C

Weight gr. 990
 Normally closed
 Minimum piloting pressure 2,5 bar



Operational characteristics

Fluid	Max working pressure	Operating Temperature	Flow rate at 6 bar with $\Delta p=1$	Orifice size	Working port size	Pilot port size
Filtered and lubricated air	10 bar	Min. -5°C Max. +70°C	6100 Nl/min	mm 20	G 3/4"	G 1/8"

Solenoid - Spring

3/2

Ordering code

773.32.0.F.M2

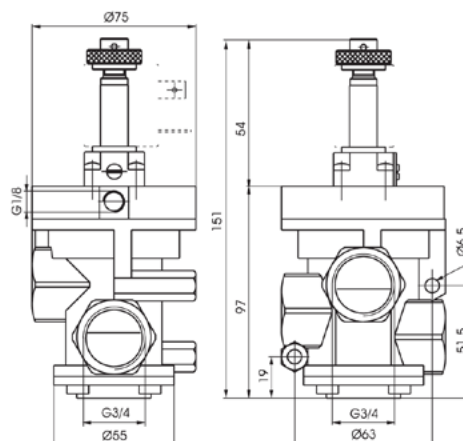
FUNCTION

1AC = Internal Pilot N.C.

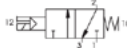
Normally Closed

1C = External Pilot N.C.

Normally Closed



Weight gr. 1050
 Minimum working pressure 2,5 bar (External Pilot) - 3 bar (Internal Pilot)



Operational characteristics

Fluid	Max working pressure	Operating Temperature	Flow rate at 6 bar with $\Delta p=1$	Orifice size	Working port size	Pilot port size
Filtered and lubricated air	10 bar	Min. -5°C Max. +50°C	6100 Nl/min	mm 20	G 3/4"	G 1/8"



ACCESSORIES



ACCESSORIES

MAINS EMERGENCY STOP VALVES

ON TMH model hoists the mains valve can either be internal or mounted external to the hoist. As a mains emergency stop valve we use a range of 3/2 normally closed valves on pendant control hoists. These range from 1" to 1.5" depending on the hoist capacity.

Valve models: 1" = VPA 3165-10

UK Ex / ATEX version: 1" = VJJ4703-2B

DUMP VALVES

On hoists fitted with 1/4" air hose in place of tubes, dump valves are fitted to the control lines to reduce operating delays.

Valve model: DV/0.25

FILTER SILENCING - TYPE AMC

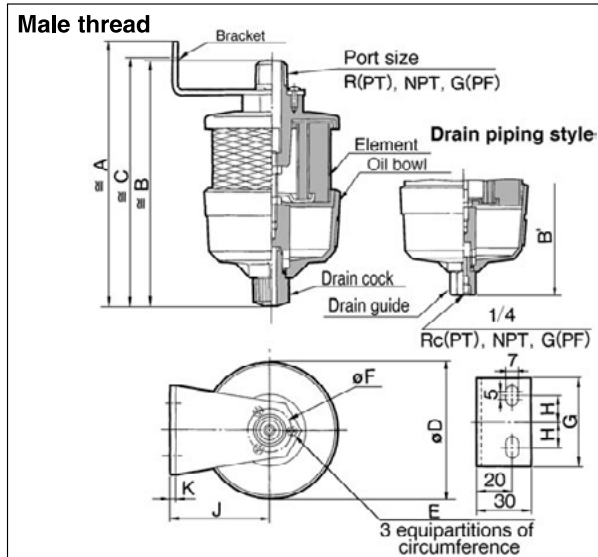
This ensures clean plant air and reduces noise levels.

In areas where you do not want the exhaust air / oil to go freely into the atmosphere we can either pipe the exhaust air away to another room, fit a filter silencer unit, or a combination of both using the exhaust pipe with a filter silencer on the end of the hose.

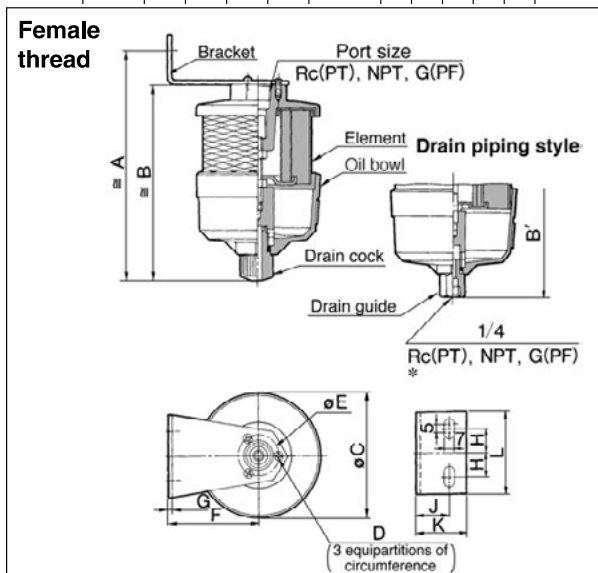
- ▶ The filter removes 99.9% of oil from the exhaust air.
- ▶ The noise level is also reduced by the silencer and also with the exhaust noise.
- ▶ Temperature range 5°C to 60°C.
- ▶ The exhaust hose and filter should be at least one size larger than the incoming air supply hose.
- ▶ The exhaust cleaner must be mounted vertically.
- ▶ If the oil drop level decreases or after a period of 1 year the filter element.

AMC

Construction/Dimensions



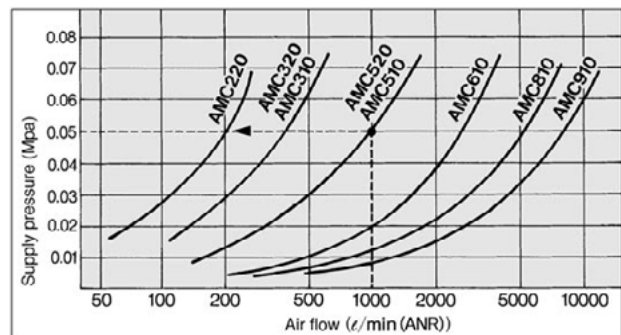
Model	Port size	A	B	C	D	Mounting bracket							Drain piping
						E	F	G	H	J	K	B'	
AMC310	3/8	150.5	138.5	140.5	75	M3 Depth	24	50	15	55	2.3	141.5	
AMC510	3/4	203.5	196.5	193.5	102	M4 Depth	40	70	20	70	3.2	199.5	
AMC610	1	229.5	224.5	219.5	118	M4 Depth	48	70	20	80	3.2	227.5	
AMC810	1 1/2	—	270	—	135	—	—	—	—	—	—	273	
AMC910	2	—	327	—	153	—	—	—	—	—	—	330	



Model	Port size	A	B	C	Mounting bracket								Drain piping
					D	E	F	G	H	J	K	L	
AMC220	1/4	100	88	56	M3 Depth	22	40	2.3	15	12	20	50	73"
AMC320	1/4, 3/8	140.5	120.5	75	M3 Depth	24	55	2.3	15	20	30	50	123.5
AMC520	1/2, 3/4	193.5	173.5	102	M4 Depth	40	70	3.2	20	20	30	70	176.5

* On the AMC220, an R(PT)1/4 fitting can be attached by removing the drain cock.

Flow Characteristics



How to view the diagram: If the AMC510 is operated at a flow volume of 1000 l/min (ANR), the supply pressure will be 0.05MPa.

⚠ Precautions

Design

⚠ Warning

- The exhaust port could become blocked by the clogging of the exhaust cleaner. Therefore, make sure to provide a safe design so as not to cause the whole system to malfunction.

⚠ Caution

- If this will be used with a centralized piping system, calculate the **peak** maximum air consumption by including the actuators that operate simultaneously and the capacity of the piping that is connected. Then, select a model so that the calculated value will be less than the maximum flow volume of the **exhaust cleaner**. (Select a style with ample capacity because the exhaust speed will decrease when the **element** becomes clogged.)
- The silencing effect could vary depending on the pneumatic circuit or the pressure that is used.
- Operate at a back pressure (Supply pressure) of 0.1MPa or less.
- The attached bracket is for supporting the exhaust cleaner body. Thus, it cannot support the piping or other items. If these items need to be supported, provide an additional support.

Mounting

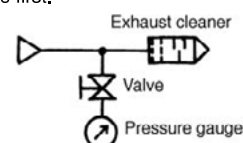
⚠ Caution

- An exhaust cleaner must be mounted vertically. If it is mounted diagonally, laterally, or inverted, the oil that is separated by the element will splash on the surroundings.

Maintenance

⚠ Caution

- If the exhaust speed drops and the system performance decreases due to clogging, replace with a new element. Make sure to verify the operating condition of the actuator at least once a day.
- The replacement interval for the element is before the internal pressure during exhaust reaches 0.1MPa or after 1 year of operation, whichever comes first.



- Provide a branch on the supply side of the exhaust cleaner to mount a valve and a pressure gauge.
- During inspection, open the valve and check the pressure at the time of exhaust discharge. (The **valve** must remain closed except for inspection. The pressure gauge could break if the valve remains open.)

AIR SERVICE EQUIPMENT

An air set should be used with all Red Rooster hoists and trolleys.

AIR SERVICE UNITS:

The correct size of air service unit for each hoist type is stated in the table on page 4. The air service unit must be installed with the lubricator unit down line from the filter unit. The unit should be installed at the hoist inlet port or within eight metres of inlet port. (Siting the unit further away or well below the hoist will result in lubricant being deposited on the internal walls of the supply line and hence it will be necessary to increase the lubricant rate above the levels specified (see section 1.2) to ensure adequate lubrication of the hoist. The ambient temperature range is -5°C to +60°C (with no freezing).

FILTER UNIT (WATER TRAP)

Manual drain units

As the name implies, these units must be drained by the operator as the filter bowl becomes full of water. The frequency of draining is entirely dependent upon the usage of the hoist and the moisture level of the air supply. ⚠ **CAUTION**

In clean environments e.g. laboratories, paint spray booths, manual drain filters are essential to prevent contamination.

Automatic drain units

These units are automatically self-purging. When the filter bowl is full it will automatically drain itself. Although very convenient to the user, the unit must be sited such that either the purged water is captured by a tray or it purges into an area away from personnel, equipment (particularly electrical equipment) and goods. If contamination from purged water is not a problem then automatic drain units should be selected.

Failure to fit and drain the filter will result in excessive moisture being carried into the hoist valve, motor and brake actuator resulting in internal corrosion and premature failure. ⚠ **DANGER**

LUBRICATOR UNIT

There are two types of lubricator available.

Oil mist lubricator

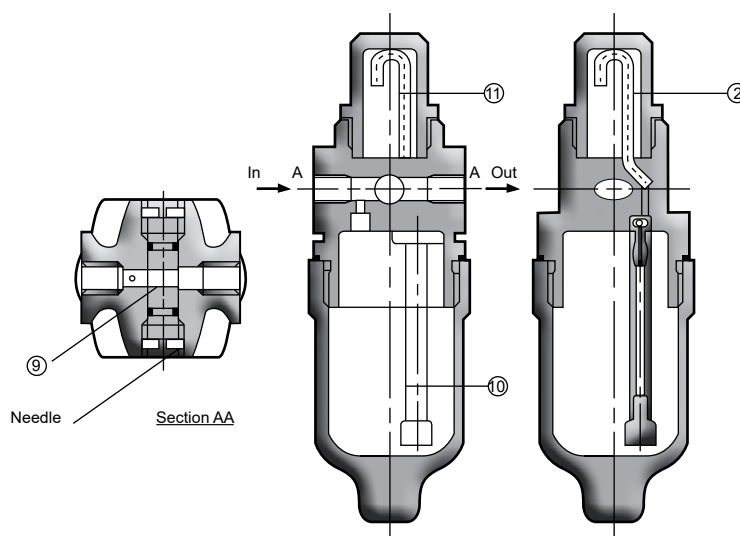
The preferred type, and essential where the lubricator must be sited some distance from the hoist. The unit produces atomised oil particles which remain in suspension in the air longer.

Droplet Lubricator

Due to the larger particle size of the droplets, these may only be used where the lubricator is close to the coupled hoist.

Failure to fit a lubricator and maintain the correct oil flow will result in rapid wear of the rotor vanes within the motor, excessive heat generation and failure of the air motor within a very short period. ⚠ **DANGER**
Keep the lubricator topped up with a light turbine oil. ⚠ **DANGER**

WORKING PRINCIPLE AND ADJUSTMENT



A portion of the air introduced from the IN side pressurises the lubricant inside the bowl. The remainder of the air passes through the needles (9), and flows to the OUT side. The pressure differential between the inside of the bowl and the inside of the sight dome (2), causes the lubricant inside the bowl into the oil passage (10). The lubricant drips from the dripping tube (11), and lubricate the OUT side. The amount of lubricant is adjusted by the needle (9) on the front face. Turning the needle clockwise increases the amount of lubricant, and turning it counter clockwise until fully opened shuts off the lubricant. The needle on the side that is not used should be left fully opened.



AIR SERVICE EQUIPMENT

REGULATOR UNIT

Most compressors are supplied with a regulator on the output. However, where a number of different pneumatic tools are supplied from the same compressor it is good practice to maintain the supply line or remain at a higher pressure and to fit a regulator to the supply at each tool.

The operating pressures stated for the air hoist are the pressures required at the hoist inlet manifold. Subject to the type of airline, a pressure drop in the line between 0.1 and 0.35 bar (2 and 5 p.s.i) per 10 metres of line should be anticipated (as a result of the frictional resistance of the walls).

MOUNTING / ADJUSTMENT - WARNING

1. Set the regulator while verifying the displayed values of the inlet and outlet pressure gauges. Turning the regulator knob excessively can cause damage to the internal parts.
2. Do not use tools on the pressure regulator knob as this may cause damage. It must be operated manually.

MOUNTING / ADJUSTMENT - CAUTION

1. Be sure to unlock the knob before adjusting the pressure and lock it after setting the pressure. Failure to follow this procedure can cause damage to the knob and the outlet pressure may fluctuate.
 - ▶ Pull the pressure regulator knob up to unlock. (You can visually verify this with the 'orange mark' that appears in the gap.)
 - ▶ Push the pressure regulator knob down to lock. When the knob is not easily locked, turn it left and right a little and then push it. (When the knob is locked, the 'orange mark', i.e. the gap will disappear.)
2. Pulsation will generate when the difference between the inlet and the outlet pressure is large. In this case, reduce the pressure difference between the inlet and the outlet. Please consult with SMC if pulsation problem is not resolved.
3. When the bowl is installed, install them so that the lock button lines up to the groove of the front (or the back) of the body to avoid dropping or damage of the bowl.

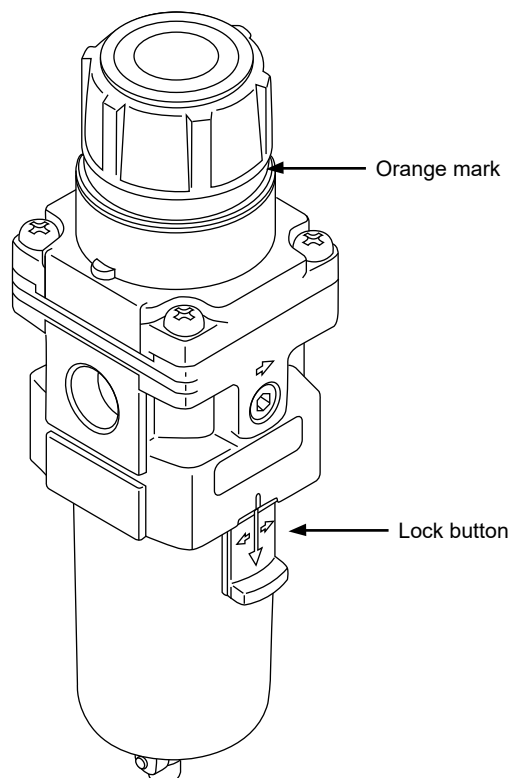


Image for illustration purposes only



LOG BOOK



PNEUMATIC HOIST AND TROLLEY INSPECTION REQUIREMENTS

Pneumatic hoists, trolleys and overhead cranes should be inspected as specified in the 'Supply of Machinery (Safety) Regulations 2008 and The Provision of Use of Powered Machinery (PUWER) S12306 sections 5 & 6 and the results recorded in the log book.

External inspection by a competent person every 12 months or as per the examination scheme. The Lifting Operations and Lifting Equipment Regulations S12306 - 1998.

DAILY OR SHIFT INSPECTION

At the same time each day at the start of each working day of shift operator should carry out a basic inspection of the equipment, its operation and lubrication as required.

MONTHLY OR 3 MONTHLY CHECKS

Depending on the frequency of use and the working conditions, inspection and maintenance should be done at suitable intervals to ensure any deterioration of the equipment will be detected and remedied in good time.

ANNUAL INSPECTION

A competent person with the requisite knowledge of the equipment should carry out a full inspection of powered lifting equipment every 12 months or after any exceptional circumstances which could jeopardize the safety of the lifting equipment. A report should be issued and sent to the customer / employer.

DAILY HOIST AND TROLLEY INSPECTION REQUIREMENTS

The items listed below are intended as a guide for performing daily visual inspections of the components that have a direct bearing on the safety of the hoist and or trolley where the status may change with day to day use. The equipment items listed below do not necessarily need to be restricted to these items, but they should form the basis of the inspection.

OPERATING CONTROLS:	Check for malfunction, excessive wear, broken or damaged components and control function labels.
HOIST CHAIN:	Check chain lubrication, twisted chains (multi fall blocks).
AIR SET:	Check oil level indicator.
SAFETY CATCHES:	Check operation and for damage.
NOISE / OPERATION:	Check for any unusual noise and speeds during function tests.
HOIST OPERATION:	Check the hoist starts and stops quickly.

EXTRA CHECKS FOR TROLLEY

OPERATION:	Check movement and control of the trolley (no load).
TROLLEY MOVEMENT:	Check the trolley moves smoothly along the beam.

CHECKS ON UK Ex / ATEX EQUIPMENT

In addition to the standard checks UK Ex / ATEX hoists and trolleys should also have the following checks carried out:

Check the Bronze, Copper or Zinc coating of the hook is not damaged or worn (or the bottom block for IIC/IIIC equipment).
 Check safety catches.
 Check the UK Ex / ATEX rating on the nameplate is still legible.
 Check the rubber buffers or limits on the trolley are in good condition.
 Check the condition of the Bronze trolley wheels.
 Check the condition and setting of the anti-tip rollers.
 Check air supply lines and control lines for fitting, wear or damage.
 Check load chain for excessive corrosion.
 Check hoist body for excessive corrosion.

**PNEUMATIC HOIST AND TROLLEY MAINTENANCE REQUIREMENTS**

TO BE CARRIED OUT MONTHLY OR THREE MONTHLY DEPENDING ON THE HOIST WORKING CONDITIONS

DAMAGE:	External inspection of hoist for damage or wear.
HOIST CHAIN:	Check chain lubrication, twisted chains (multi fall blocks) and excessive wear or damaged chain links. (Light mineral oil).
HOOKS:	Check hooks swivel, hook opening and safety catch.
AIR SET:	Check and fill up lubricator bowl and adjust drop rate as required.
FITTINGS/HOSES:	Check all air-line fitting are secure and there are no air leaks.
BOLTS:	Check security of bolts, chain collector and chain anchor.
AIR MOTOR:	Check air motor and silencers - replace as required.
OPERATION:	Function test hoists running speed and control operation without load and then check lifting a load of around 50% of SWL to check brake operation and controls when loaded.
LIMIT SWITCHES:	Check operation of upper and lower limits at slow speed.

EXTRA CHECKS FOR TROLLEY

RUNWAY BEAM:	Check the beam is smooth and flat without obstruction and that the end stops are in place and secure.
DIVE PINION:	Check drive pinion and wheels are fitting correctly and not worn, grease if required.
ADJUSTMENT:	Check flange adjustment, anti tilt roller setting, load bar nuts - adjust or tighten if required,
AIR LINES:	Check security of control lines and supply hoses and fittings.
OPERATION:	Function test over the complete range of travel.
SUPPLY HOSES:	Check air lines are supported and the weight is not hanging from the air set.
TROLLEY CHAIN:	Check geared trolley hand chain and drive.

When detecting any abnormality during inspection due to erroneous use, instruct the operator and user for correct use of the chain hoist.

LOG BOOK



RED ROOSTER LIFTING

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LOG BOOK



MAINTENANCE CHECKS

TO BE CARRIED OUT MONTHLY IN PRODUCTION OPERATIONS WHERE HEAVILY USED OR IN HARSH WORKING CONDITIONS.
TO BE CARRIED OUT THREE MONTHLY WHEN THE HOIST IS ONLY USED OCCASIONALLY.

PLEASE CONTACT RED ROOSTER TO CONFIRM IF MONTHLY OR THREE MONTHLY MAINTENANCE CHECKS ARE REQUIRED IF YOU ARE NOT SURE.

TO BE CARRIED OUT MONTHLY IN PRODUCTION OPERATIONS WHERE HEAVILY USED OR IN HARSH WORKING CONDITIONS.
TO BE CARRIED OUT THREE MONTHLY WHEN THE HOIST IS ONLY USED OCCASIONALLY.

PLEASE CONTACT RED ROOSTER TO CONFIRM IF MONTHLY OR THREE MONTHLY MAINTENANCE CHECKS ARE REQUIRED IF YOU ARE NOT SURE.

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