



RED ROOSTER

LIFTING

**AIR HOIST & TROLLEY
USER MANUAL**

MODEL - TMH-30T-AT30S



FRONT COVER

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INTRODUCTION AND SPECIFICATION

Thank you for choosing the TMH air hoist and trolley.

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.

SWL (TONNE)	TROLLEY MODEL	HOIST MODEL	CHAIN FALLS	HOIST & TROLLEY WEIGHT (KG)		AIR FLOW (L/SEC)		DRIVEN WHEELS	MINIMUM HOSE SIZE (ID)
				3M HOL	EXTRA P/M	HOIST	TROLLEY		
25	AT25S	TMH-25T	2	1000	24.4	180	40	2	1 1/2"
30	AT25S	TMH-30T	2	1000	24.4	166	40	2	1 1/2"
37.5		TMH-37.5T							

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	TMH-30T-AT30S	
SERIAL NO		
SWL	30 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.

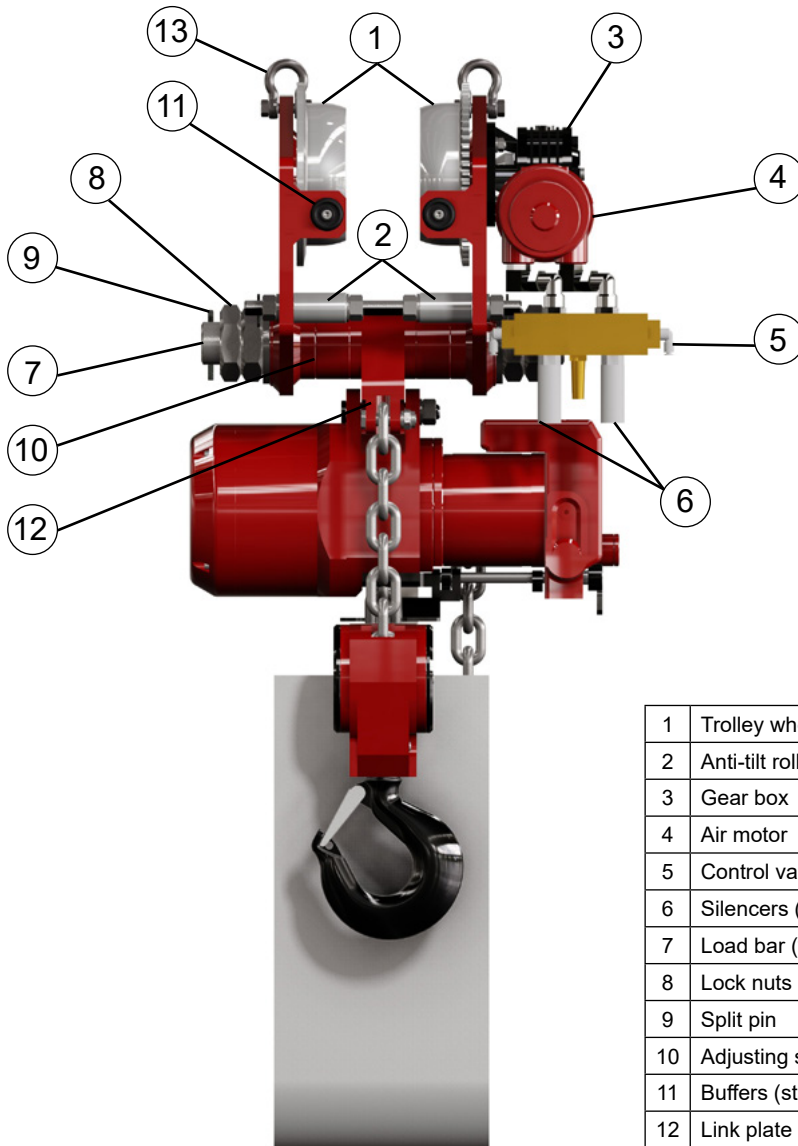
GETTING STARTED - OPERATION

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.

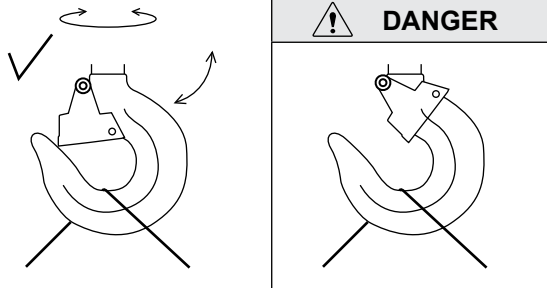
NEVER RELEASE THE EMERGENCY STOP BUTTON UNTIL IT IS SAFE TO DO SO

 **DANGER**

Hoist swivels satisfactorily.

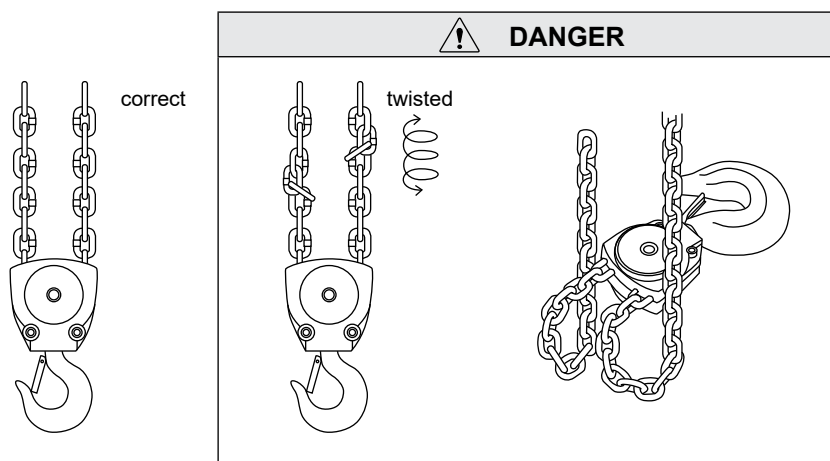
Hoist safety claws functional and undamaged.

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.

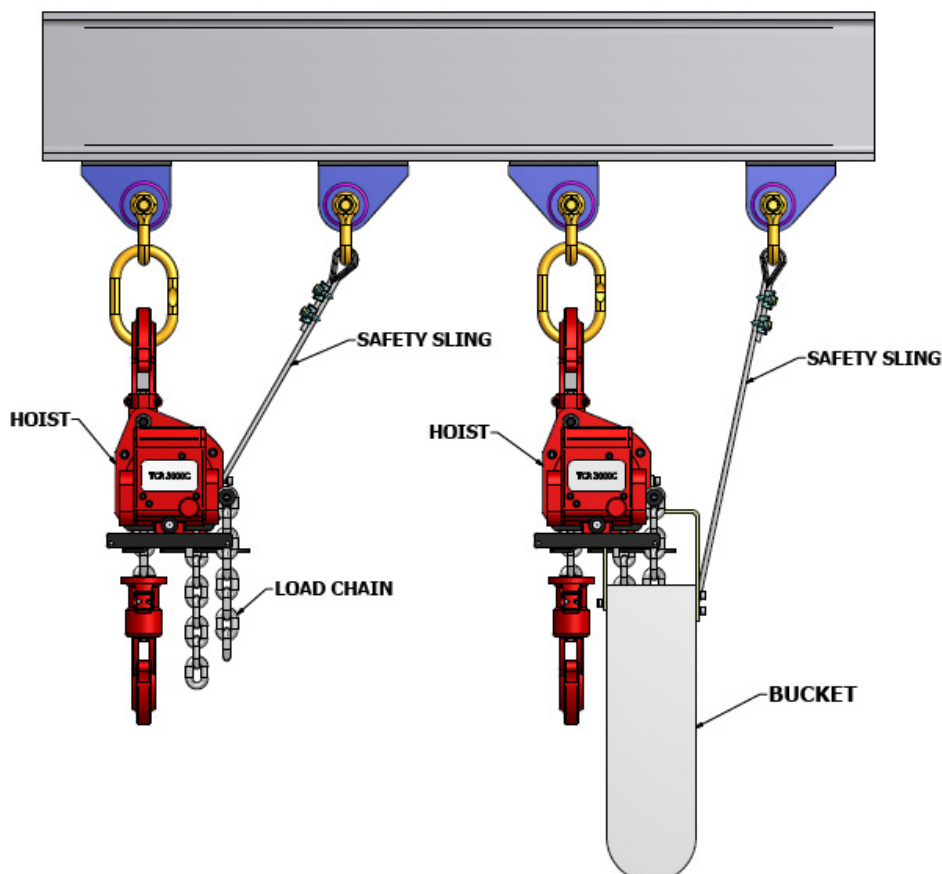
Connect the wire rope sling to the support steel alongside the top hook using bulldog grips.

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:

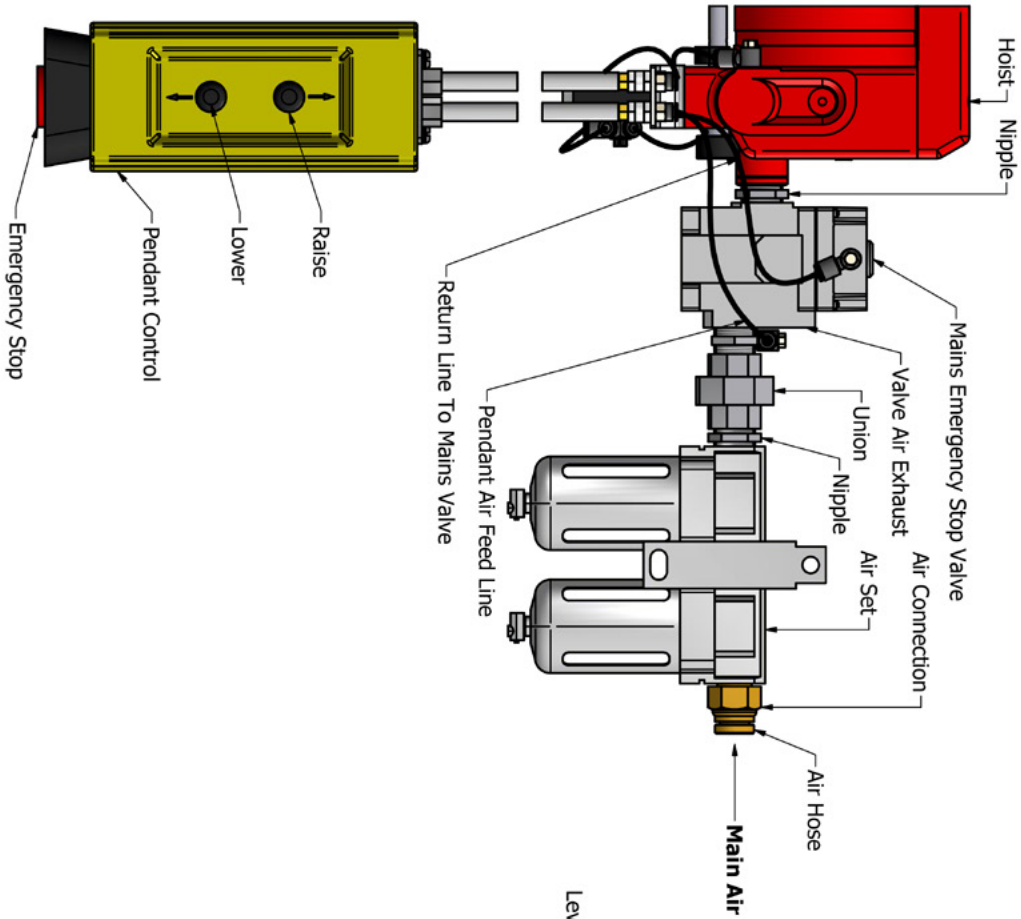
When a hoist and trolley are fitted with heavy chain or a long drop, a second push trolley can be used in the same way to support the weight.

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

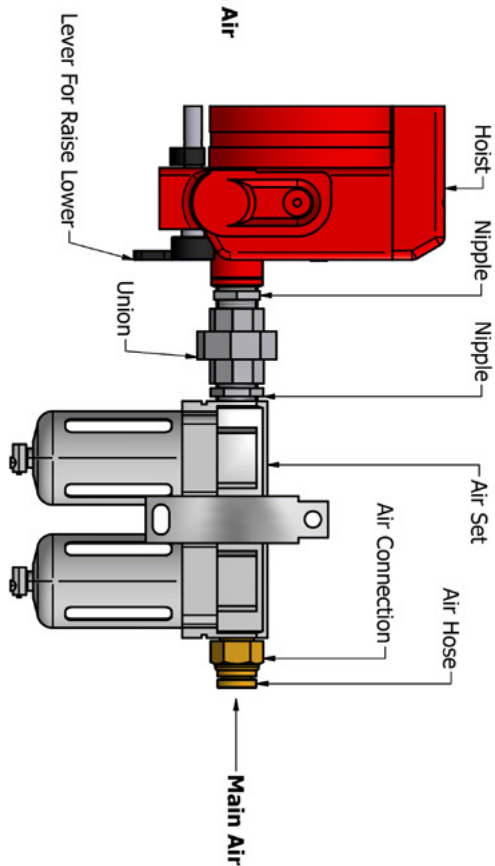


GETTING STARTED

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



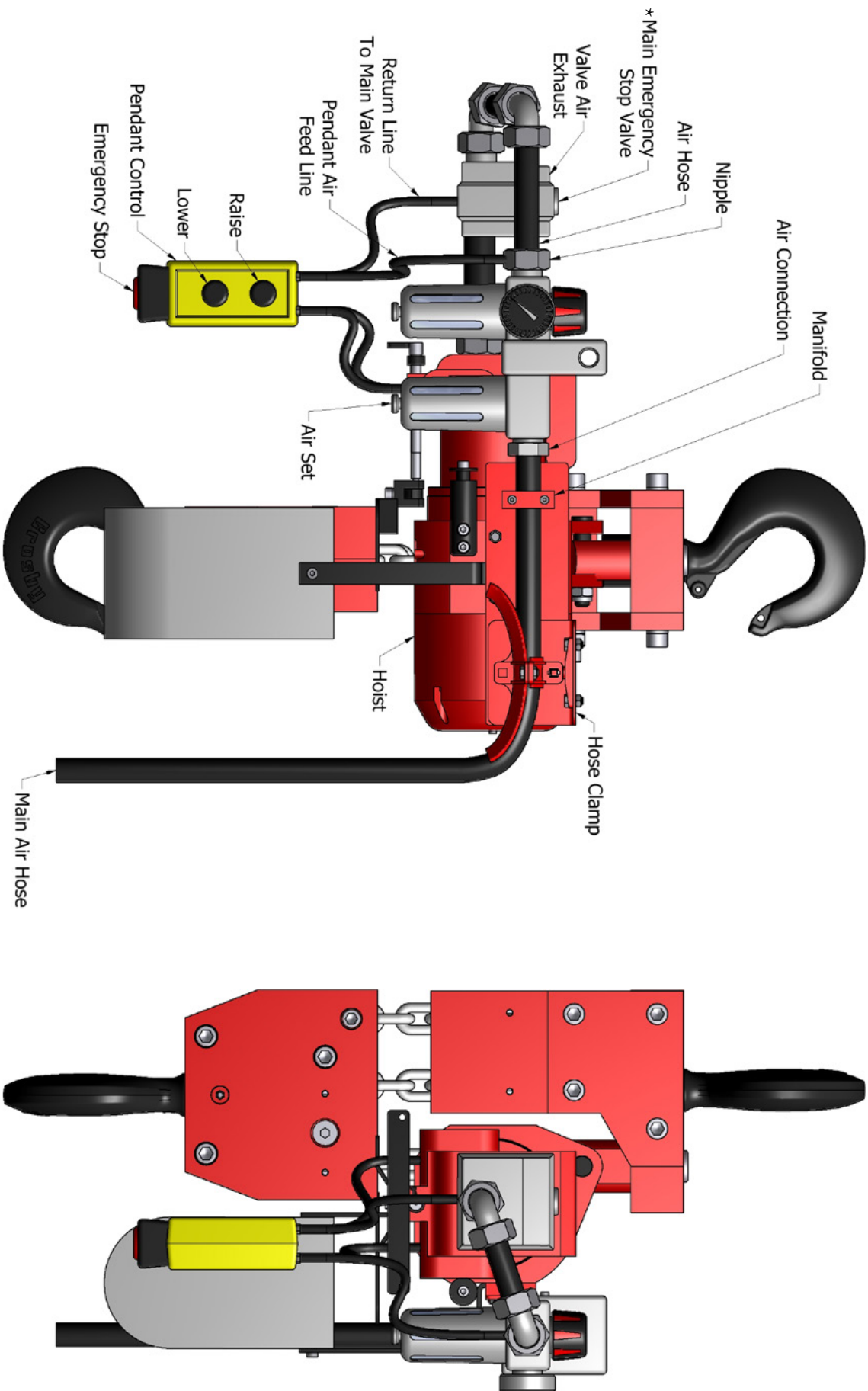
**STANDARD HOSE CONNECTION
CORD CONTROL OR
HOIST WITH INTERNAL
EMERGENCY STOP VALVE**





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.



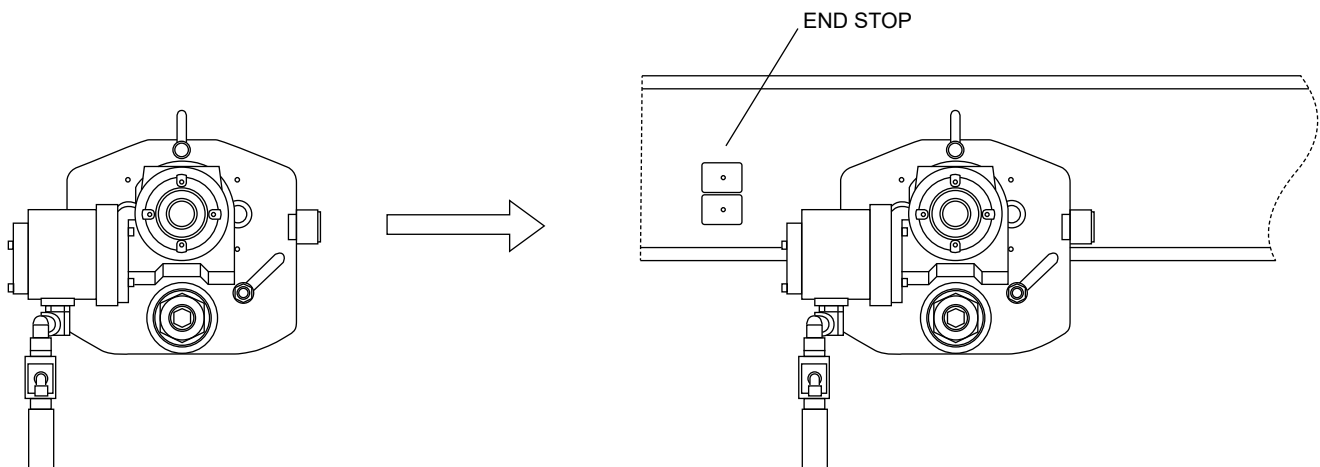
GETTING STARTED - INSTALLING THE HOIST & TROLLEY

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.

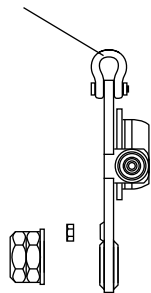
- 1) By removing the end stop from the beam and sliding the trolley which is already set for the flange size on to the beam and then re-fitting the end stop.



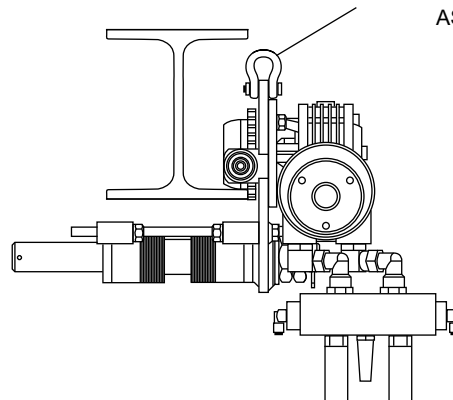
MOUNTING BY DISASSEMBLING THE MAIN TROLLEY BODY

- 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

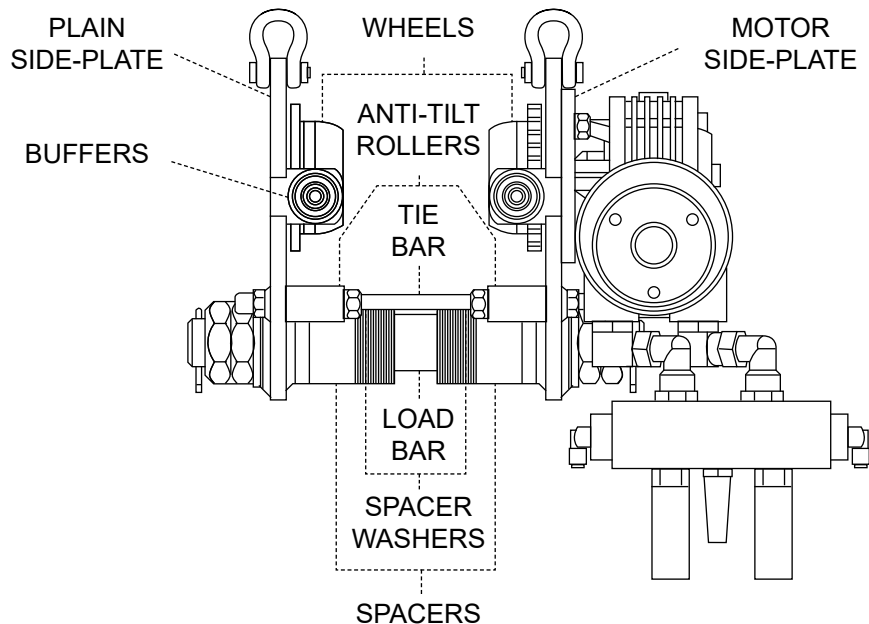


MOTOR SIDE PLATE
ASSEMBLY



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.

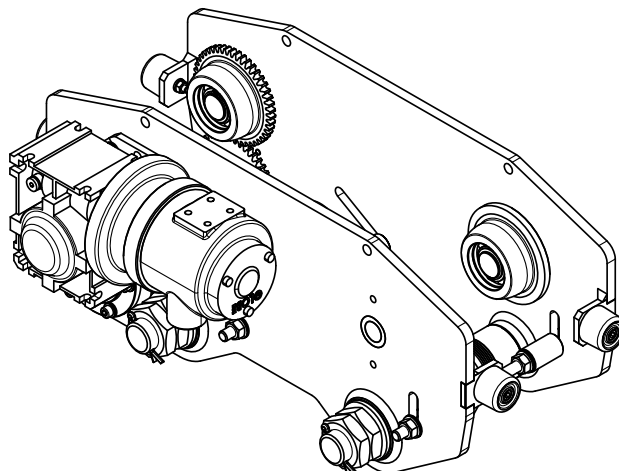
DANGER **CAUTION**

- 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

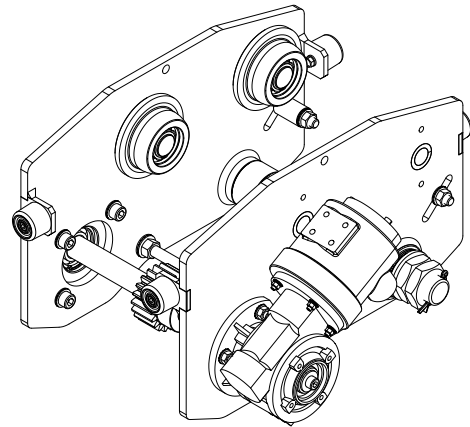
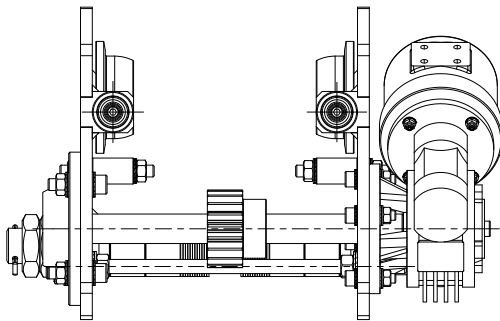
1.9

- 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

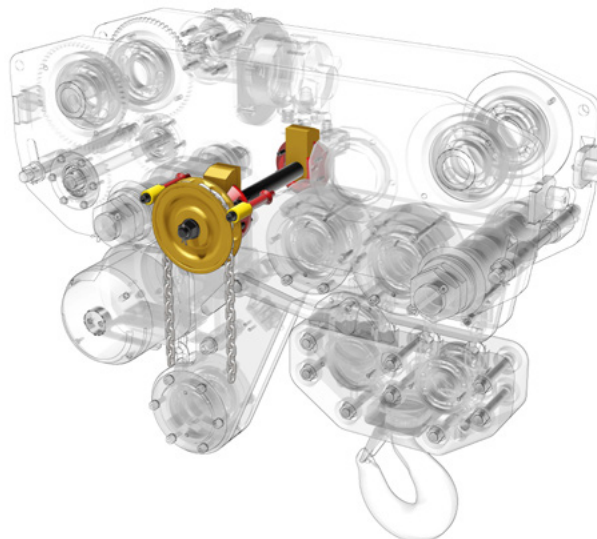
(See standard trolley installation instructions)

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

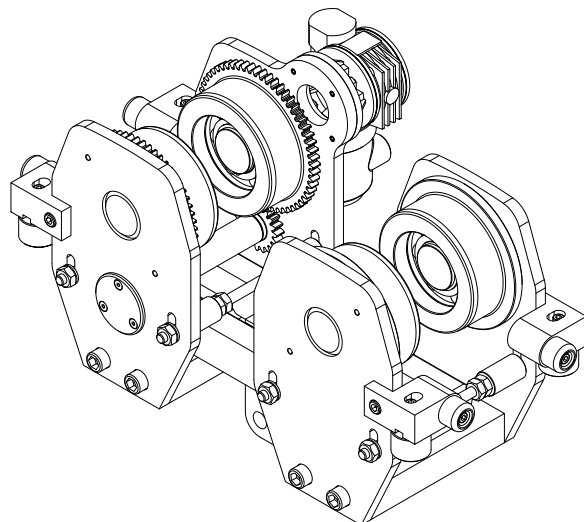
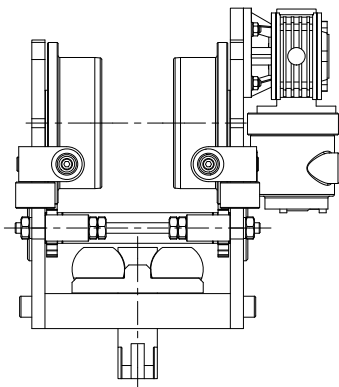
- Check the trolley wheel setting against the runway beam flange size (the setting should be as per the standard trolley setting)
- Remove the runway beam end stop and slide the assembled trolley on to the runway beam past the position for the end stop and then re-fit the end stop
- Check the wheel setting 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.

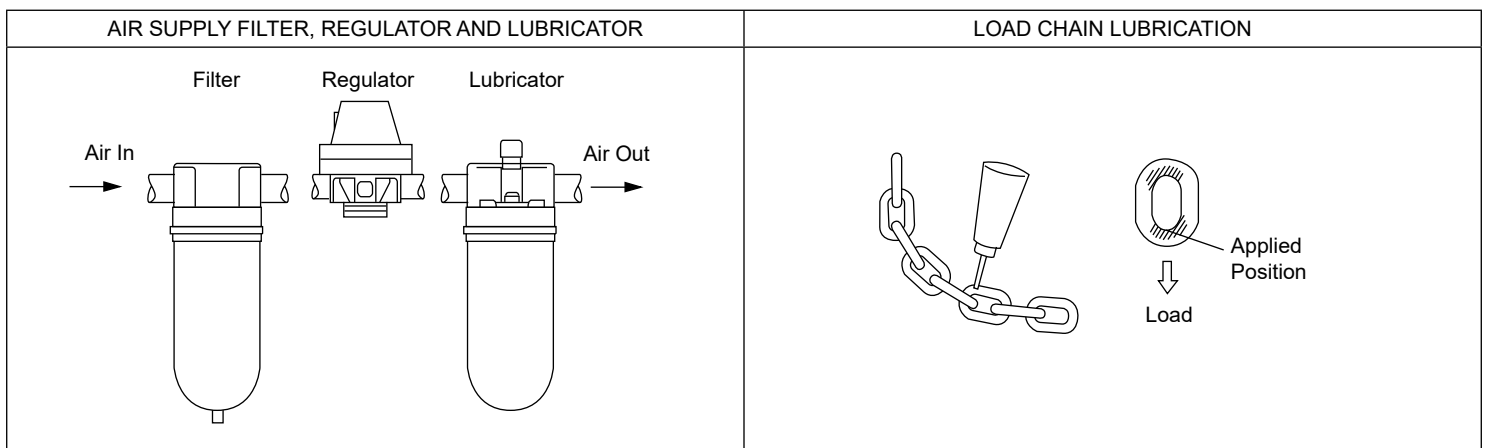
Note 4

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)

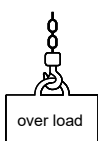


Fig. A

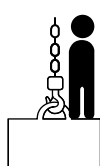


Fig. B

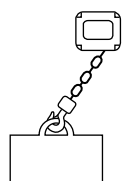


Fig. C

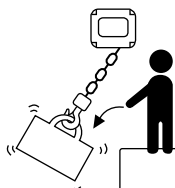


Fig. D

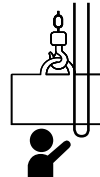


Fig. E

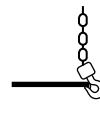


Fig. F

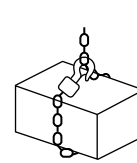


Fig. G

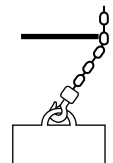


Fig. H

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

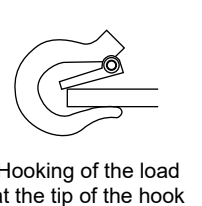
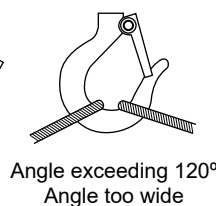
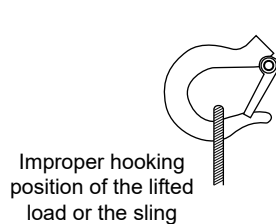
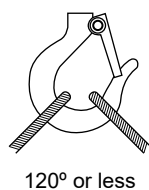
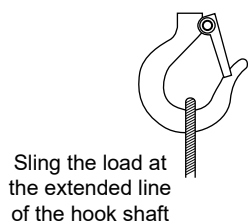
3.3 LIFTING GEAR BELOW THE HOIST

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.

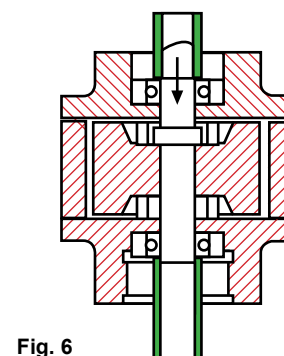
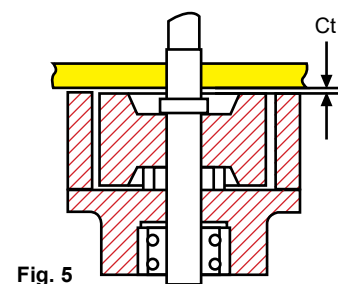
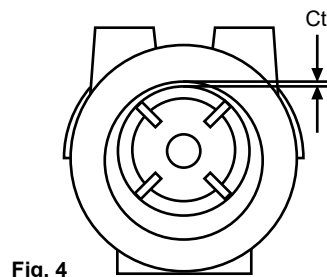
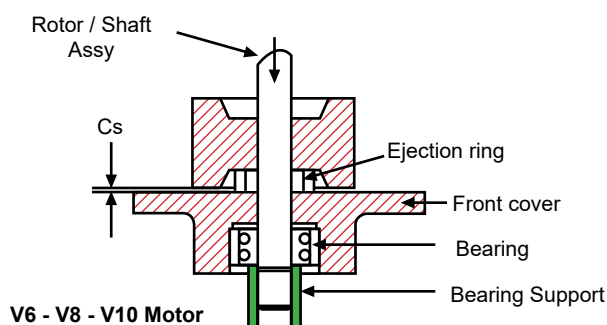
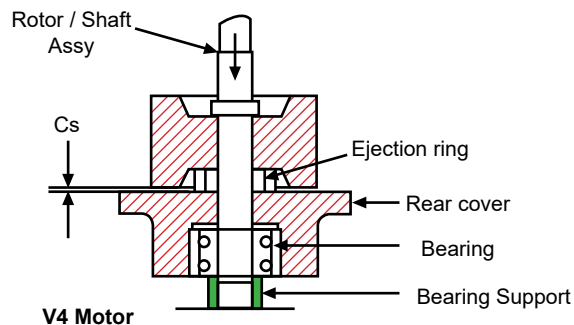
Provide good support on the inner bearing track, as the shaft fit is very tight, to provide rotor location. Place blade ejector ring central on cover and press rotor/shaft assembly down until there is a clearance. Cs of 0.050mm (0.002") between rotor and cover, check this clearance is even all round 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 fir 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.



SAFE OPERATION

4.4 SILENCING

The TMH hoist is fitted with an internal silencer; the noise output being less than 82 dB at one metre (this conforms to E.C. noise regulations).

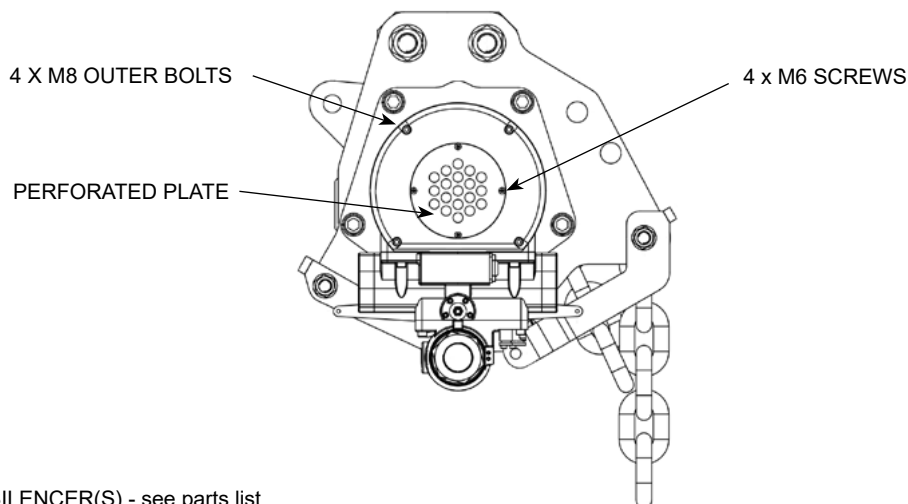
TMH-30T

These types are fitted with a 2 stage silencer; first stage comprises of a single piece of felt, the second stage comprises of 5 pieces of nylon and 2 pieces of felt..

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

The nylon pad may be washed with de-greaser and re-used once decontaminated.

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-30T

Located on the end of the hoist above control valve is the exhaust cover. Remove the 4 x M6 screws to remove the perforated plate. Replace 2 x nylon and 1 x felt disc. Remove the 4 x M8 outer bolts holding the main exhaust cover on. Replace the 3 x nylon and 1 x felt pads.

The first stage silencer can only be replaced by Red Rooster Lifting trained personnel.



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

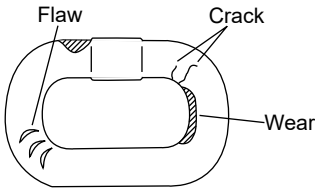
Cut away the centre portion of a link of the old chain to allow a chain diameter to pass through. Connect the spare link to the last link of the old chain and the first link of the replacement chain. Use the old chain to draw the replacement chain through the hoist. (Retain the spare link to be re-used).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

TMH-30T	HEAVY DUTY
	RUD RT+
Nominal diameter:	23.5 + 0.3 / - 1.1 mm
Pitch:	66.0 + 0.7 / - 0.3 mm
Max dia at weld:	24.6 mm
Min breaking force:	750 kN
Surface hardness:	ca390-420HV10
Grade:	EN818/7 ISO 3077

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.

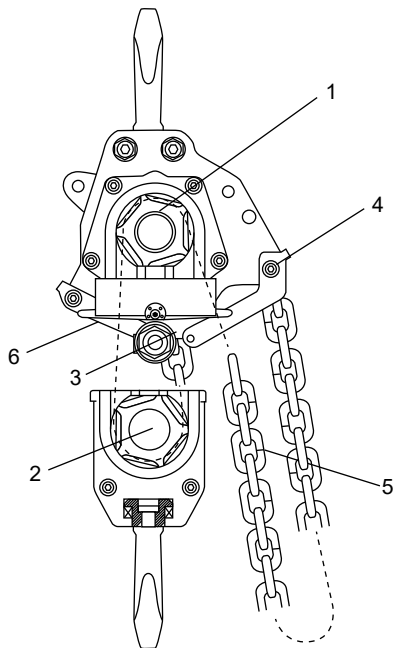
If it is decided the safest course of action is to keep the hoist suspended the load then slings and shackles should be used to connect to the load from above (with a SWL equal or greater than the load being lifted by the hoist), to hold the load in case of brake slippage over a long period.



HOIST COMPONENTS AND CHAIN

4.8 TMH-30T

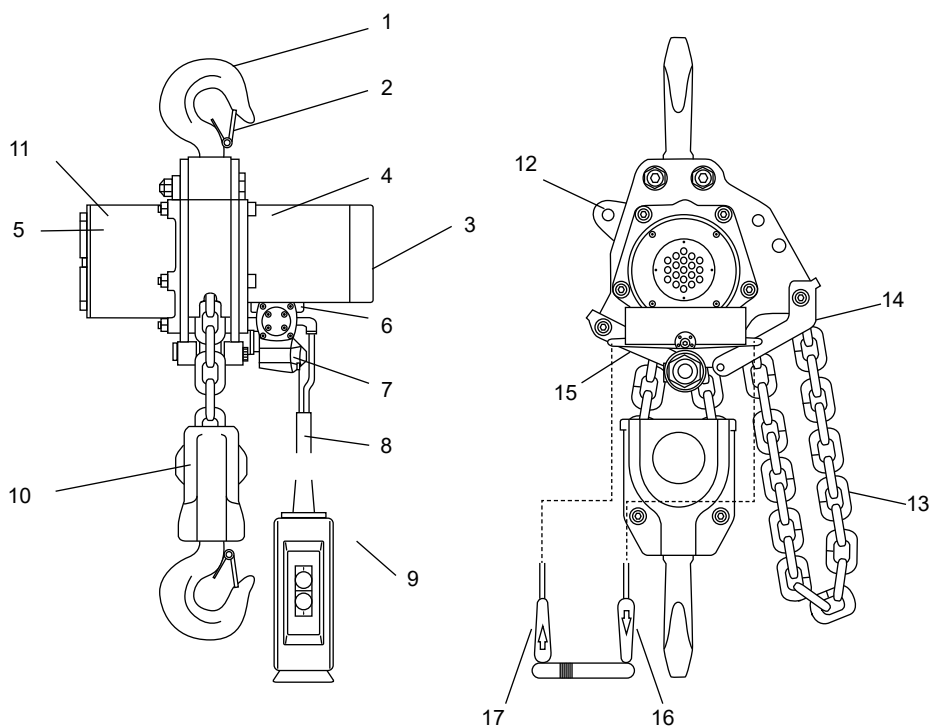
CHAIN FITTINGS



1	Load Sheave
2	Idle Sheave
3	Live End Chain Anchor
4	Dead End Chain Anchor
5	Welds Away From Chain Anchor
6	Limit Lever (Up)

TMH-30T

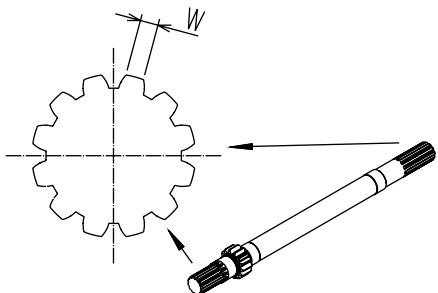
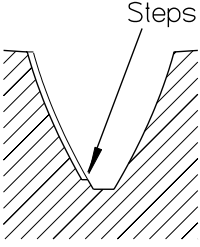
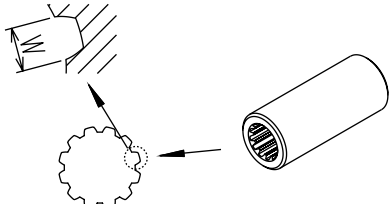
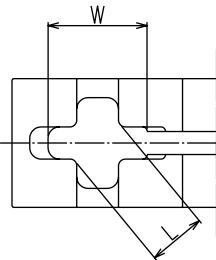
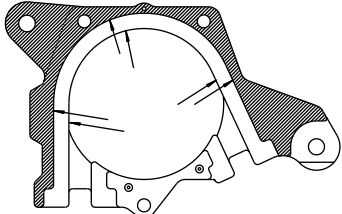
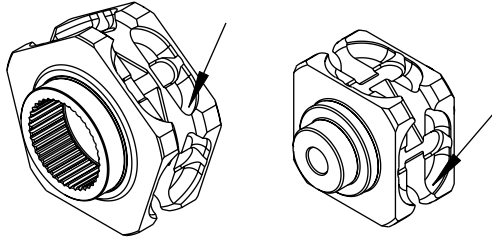
HOIST PARTS



1	Upper Hook
2	Hook Safety Latch
3	Silencer Section
4	Motor Section
5	Brake Section
6	Load Limiter
7	Valve Section
8	Pendant Hose Set
9	Pendant Control with E/Stop
10	Lower Hook
11	Gear Box
12	Hanger Eye for Lifting the Hoist
13	Chain
14	Limit Lever Lowering
15	Limit Lever Lifting
16	Cord Control Lowering
17	Cord Control Lifting

SERVICE DATA

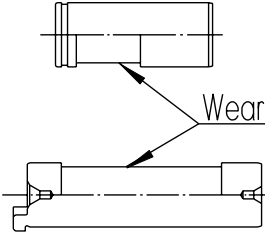
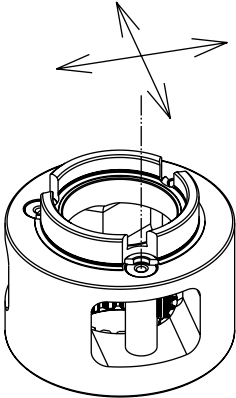
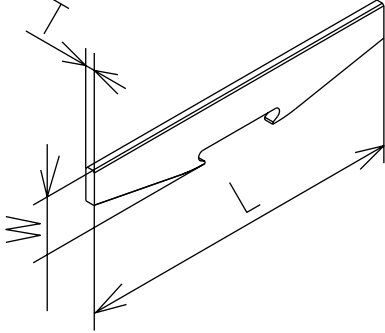
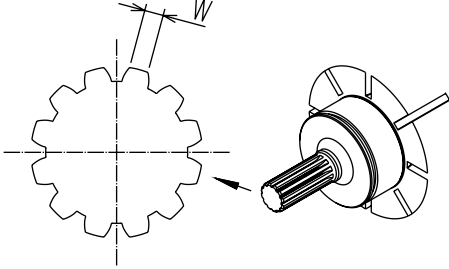
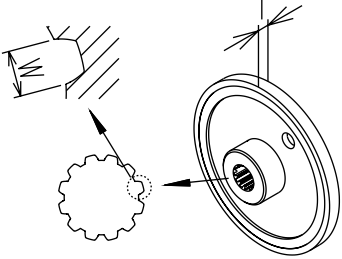
Maintenance chart
TMH-30T

NO.	DESCRIPTION	CHECK POINTS	STD DIMENSIONS & MAX FOR REPLACEMENT
201	First Pinion		STD W = 1.75mm MIN W = 1.5mm Replace when less than MIN limit
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		When there is steps on the tooth due to wear, replace them.
115	Coupling		STD W = 2.6mm MAX W = 2.8mm Replace when more than MAX limit
111	Chain Guide		STD L = 50.5mm MAX L = 54.5mm STD W = 86mm MAX W = 88mm Replace when more than MAX limit. Replace when it has cracks or critical damage as well
			Wear limit = 2mm Replace when more than limit Replace when it has cracks or critical damage caused by chain
113 259	Load Sheave Free Chain Wheel		Replace when Sprocket part has wear or having a critical damage



SERVICE DATA

Maintenance chart
TMH-30T

NO.	DESCRIPTION	CHECK POINTS	STD DIMENSIONS & MAX FOR REPLACEMENT
203 207 211	First Pin Second Pin Third Pin		When there is steps on the pin due to wear, replace them When replacing Pin, replace Needle bearing as well
209 213	Third Pinion Cage		Insert Pin and replace if there is much play
66	Vane		STD L = 170mm MIN L = 168.5mm STD W = 30mm MIN W = 28mm STD T = 5mm MIN T = 4.5mm Replace when less than MIN value When replacing vane, replace lift spring as well.
63	Rotor		STD W=1.75mm MIN W=1.5mm Replace when less than MIN limit
152	Brake Disc		STD T = 8mm MIN T = 7.3mm Replace when less than MIN limit STD W = 2.6mm MAX W=2.8mm Replace when more than MAX limit



SERVICE DATA

Maintenance chart
TMH-30T

NO.	DESCRIPTION	CHECK POINTS	STD DIMENSIONS & MAX FOR REPLACEMENT
250	Hook		When the opening of the hook exceeds original length, replace the parts. Replace part when H reduces by 2 mm Replace when measured value is more than limit. Repair or replace hook that do not rotate lightly. Make sure safety claw works rightly.
250 255	Hook Hook End Piece		Replace both Hook and Hook end piece when L (play) exceeds 4.5mm.
275	Under Hook Holder		STD L = 55mm MAX L = 58mm STD W = 89mm MAX W = 91mm Replace the one more than MAX limit. Replace when it has cracks or critical damage as well.
			Wear limit = 2mm Replace the one more than wear limit Replace when it has cracks or critical damage caused by chain
141	Load Chain		1 link length STD = 66mm MAX = 69.3mm Replace if exceeds MAX dimension. 11 links length STD = 726mm MAX = 740.5mm Replace if exceeds MAX dimension. STD D = 23.5mm MIN D = 21.2mm Replace if D is less than MIN dimension Also replace if the link chain is severely damaged.
			Measure the chain diameter (d) with point caliper.



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 9 tonne and above 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.



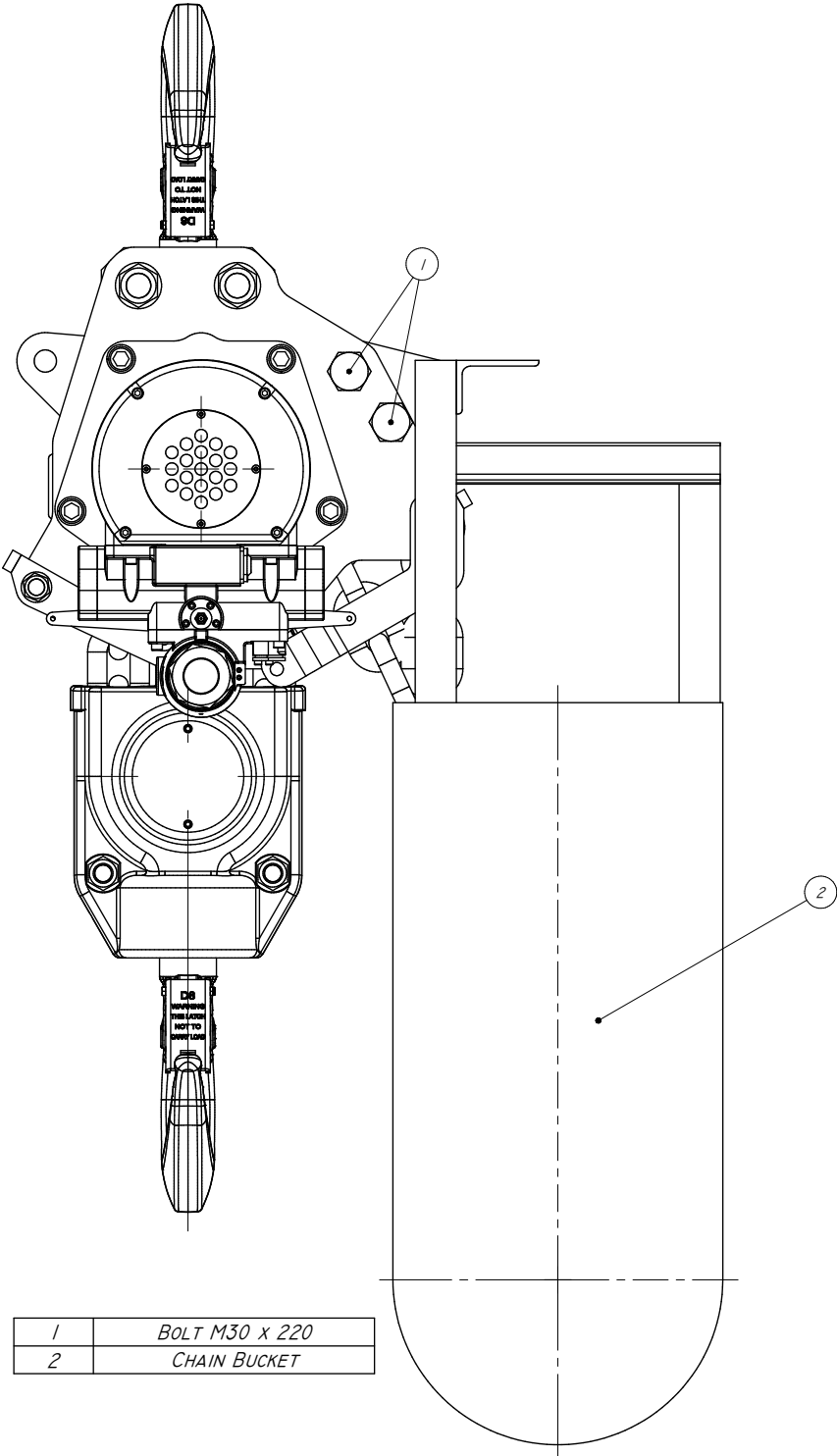
DANGER

- 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.



CHAIN COLLECTORS

TMH-30T



1	BOLT M30 x 220
2	CHAIN BUCKET

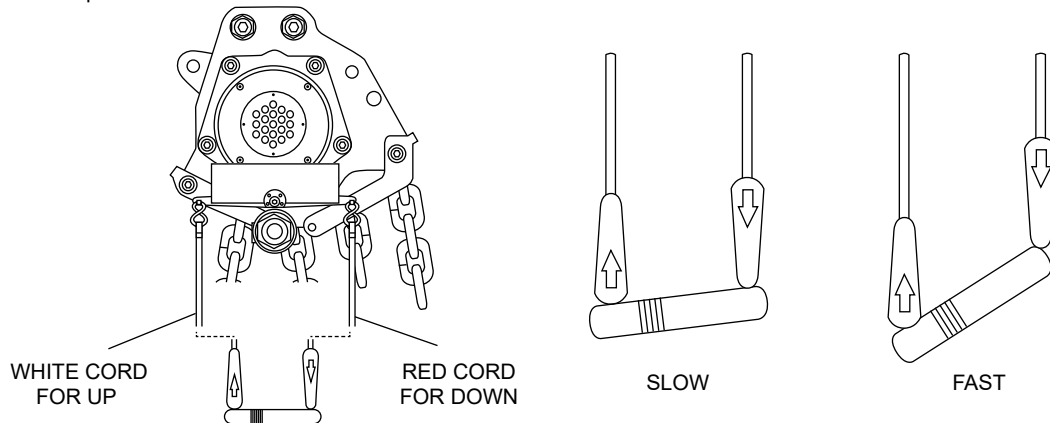
SPEED & LOAD LIMITER ADJUSTMENT

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.



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.

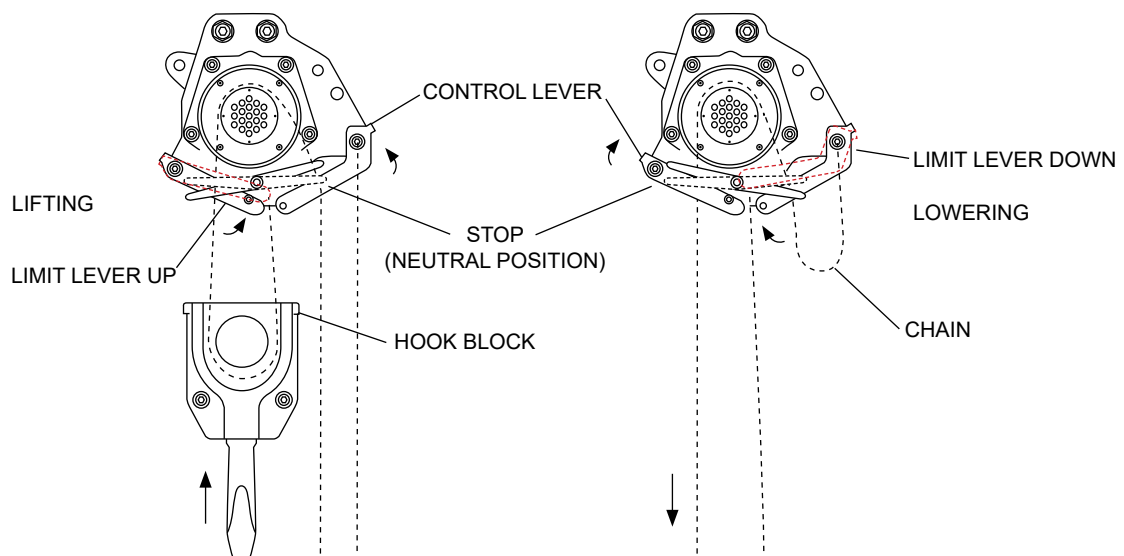
All models in the range incorporate an adjustable load limiter

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.

CAUTION

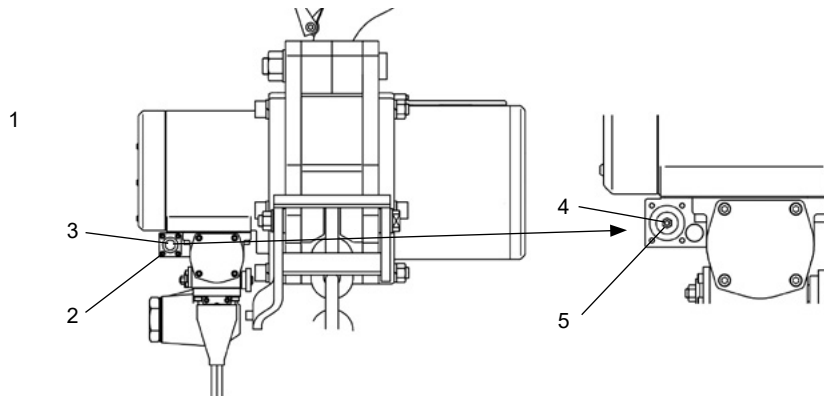
Verify that the Chain / Limit Levers are operational and can move freely in both the up and down directions.



SPEED & LOAD LIMITER ADJUSTMENT

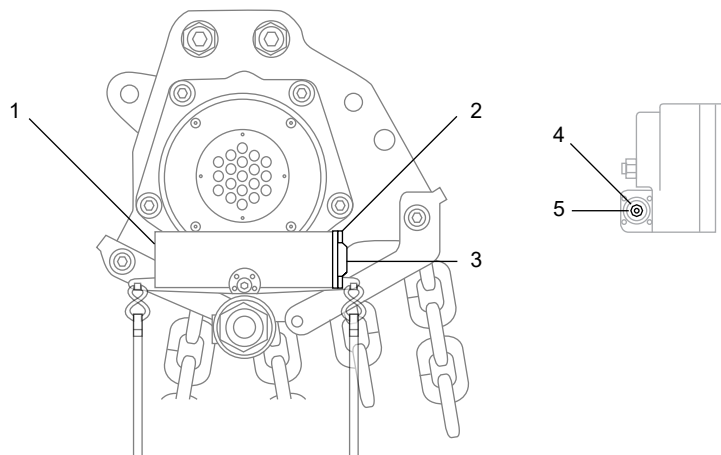
7.2 SETTING THE LOAD LIMITER

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.



1	Do not remove this cover!	4	Lock Nut
2	Hex Socket Head Cap Screw	5	Adjustment Screw
3	Cover		

- 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 3/4 turn anti-clockwise and ensure the load limiter is operating at this point. (If not continue in an anti-clockwise direction a fraction of a turn at a time until the load limiter operates.
- Turn the screw a further quarter of a turn anti-clockwise and tighten the lock nut.
- 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-30T, TMH-45T & TMH-60T Hoist

FEM standard	For all mentioned TMH models
FEM 9.511	1Cm (M2)
Theoretical duration of service	
FEM 9.755	
Sacrificial components	1Bm (M3)
Load chain	1Cm (M2)
Structural & mechanical components*	1Cm (M2)

*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 UK Ex / 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 UK Ex / 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 - 4 WHEEL & 8 WHEEL TROLLEYS

12.1 TABLE 1

Lubricator recommended drop rate per minute

TROLLEY CAPACITY	CONTINUOUS OPERATION	INTERMITTENT OPERATION
25 to 50 Tonne	6 - 8	10 - 12

TABLE 2

Beam trolley flange ranges for 4 wheel and 8 wheel trolleys

FLANGE WIDTH RANGE	LIFTING CAPACITY (TONNES)		
	4 WHEELS	4 WHEELS	8 WHEELS
	25 Tonne	30 Tonne	37.5 to 50 Tonne
R1	130 to 200 mm	130 to 200 mm	130 to 200 mm
R2	200 to 260 mm	200 to 260 mm	200 to 260 mm
R3	260 to 320 mm		260 to 320 mm

TABLE 3

LIFTING CAPACITY	NO. OF WHEELS	TROLLEY SPEEDS	AIR CONSUMPTION
25 Tonne	4	6.8 m/min	40 l/sec at 6 Bar
30 Tonne	4	6 m/min	40 l/sec at 6 Bar
37.5 to 50 Tonne	8	6 m/min	80 l/sec at 6 Bar

TABLE 4

LIFTING CAPACITY	NO. OF WHEELS	MINIMUM BEND RADIUS
25 to 30 Tonne	4	3.0 m
37.5 to 50 Tonne	8	Straight Only

TMH-30T-AT30S

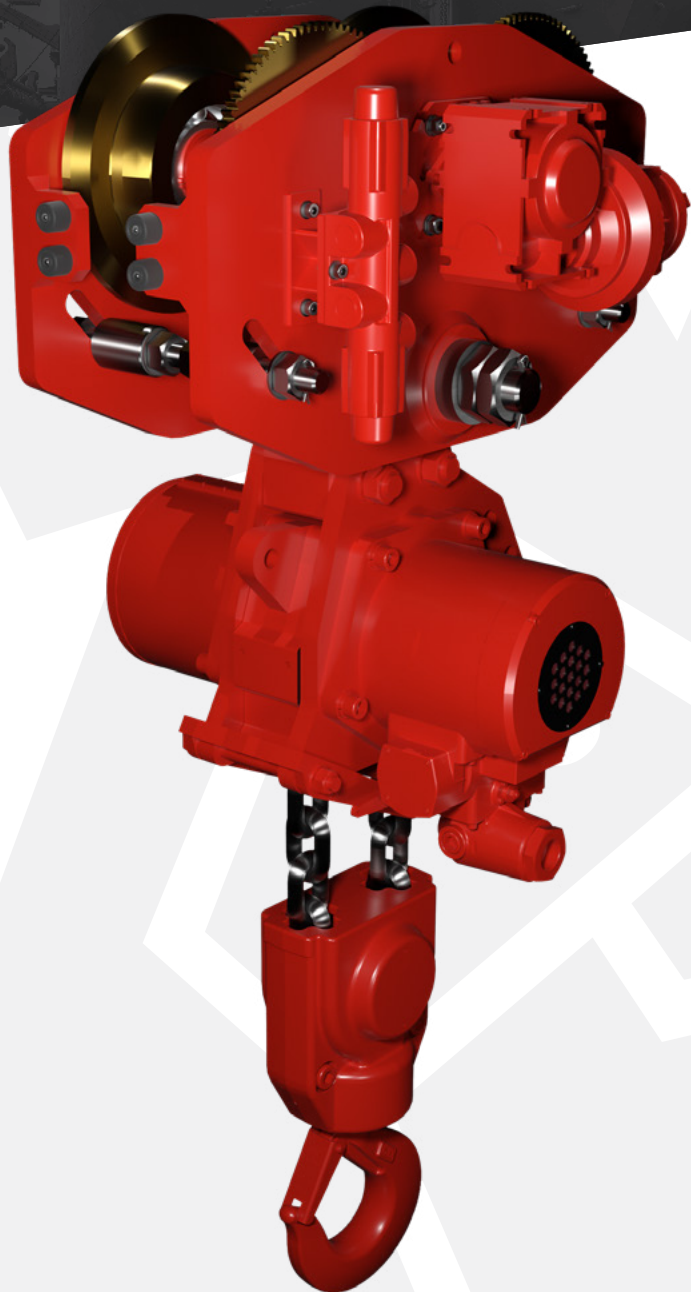
AIR HOIST & TROLLEY

The **TMH-30T-AT30S** is a 30 tonne chain hoist and trolley from Red Rooster Lifting. This is part of our air hoist and trolley range for lifting equipment applications in industry.



RED ROOSTER
LIFTING

RAISING EXPECTATIONS



The new **Red Rooster Lifting** TMH series air hoist and trolleys have the highest lifting speed with the lowest headroom on the hoist market. 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
- Choice of pendant controls or control stations
- Mechanical upper & lower switches
- Cast steel housing
- Internal silencing down to 82 dB(A)
- Alloy safety swivel hooks with safety catch
- Load chain 23.5 x 66mm of European manufacture to EN818-7
- Automatic load limiter
- Trolley to suit various flange profiles
- Anti-tilt & anti-drop plates
- High efficiency motor gearbox
- Heavy duty sealed wheel bearings
- Wheel profile to suit parallel or tapered flanges

AVAILABLE OPTIONS

- Marine specification
- Special paint systems
- Collision bumpers
- Corrosion protection
- UK Ex scheme or ATEX zone 1 specification
- Chain collectors (galvanised or stainless steel)
- Articulated trolley
- 8 Wheel trolley
- Low headroom units
- Rack & pinion drive
- Travel limits
- Air service units
- Festoon systems
- Radio control remote
- Optional travel speeds
- Beam brake



UK EX SCHEME ZONE 2
ATEX ZONE 2
AS STANDARD

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REDROOSTERLIFTING.COM

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TMH-30T-AT30S

AIR HOIST & TROLLEY

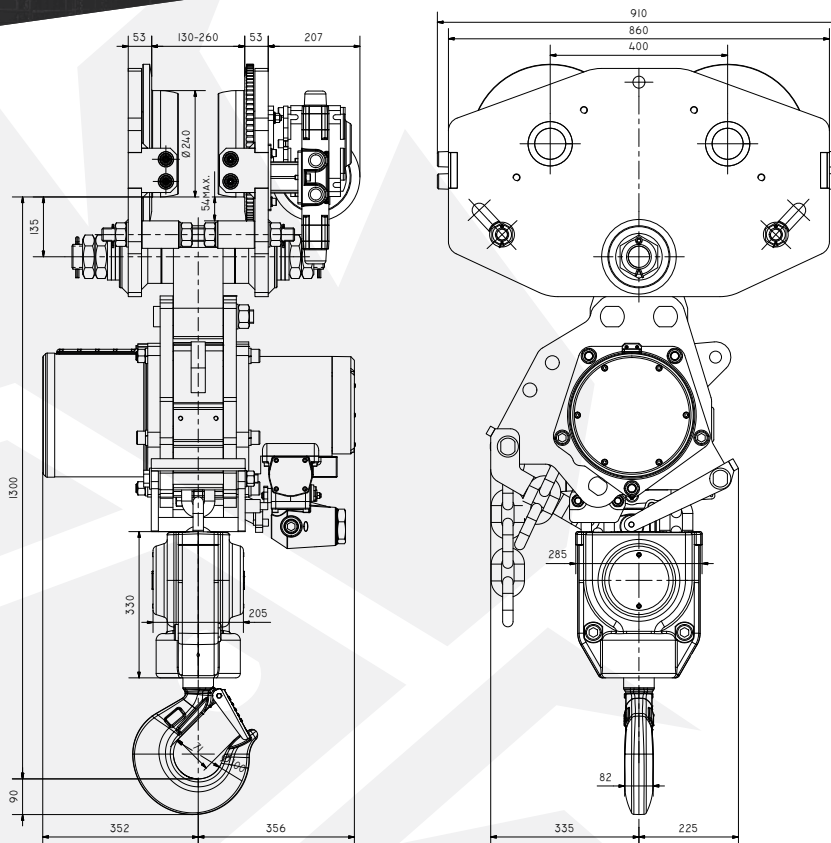


RED ROOSTER
LIFTING

RAISING EXPECTATIONS

DIMENSIONS

All measurements are in mm
Information subject to change without notice



HOIST MODEL	TMH-30T-AT30S	TROLLEY MODEL	AT30S
WLL	30000 kg	G.A. DRAWING	1505-29
CHAIN FALLS	2	FLANGE	130-200
LIFTING SPEED FULL LOAD	1.0 m/min	RANGE 1	200-260
LIFTING SPEED WITHOUT LOAD	2.7 m/min	RANGE 2	
MAX AIR CONSUMPTION (L/SEC)	180	STANDARD TROLLEY TEMP RANGE	-10 to +50°C
WORKING PRESSURE	4 - 6 Bar	OPTIONAL TROLLEY TEMP RANGE	-20 to +60°C
AIR CONNECTION	1 1/2" BSP	TRAVEL SPEED (M/MIN)	6
MINIMUM HOSE DIA.	1 1/2"	WHEEL MATERIAL	Steel
AIR SERVICE UNIT	1 1/2" FLR	ATEX WHEEL MATERIAL	Bronze
WEIGHT 3M HOL & TROLLEY	1000 kg	MINIMUM BEND RADIUS (M)	3.0
ADDITIONAL METRE HOL	24.4kg	NUMBER OF WHEELS	4
		DRIVEN WHEELS	2
		MAX AIR CONSUMPTION	40 l/sec
		HOSE ID TROLLEY	1"

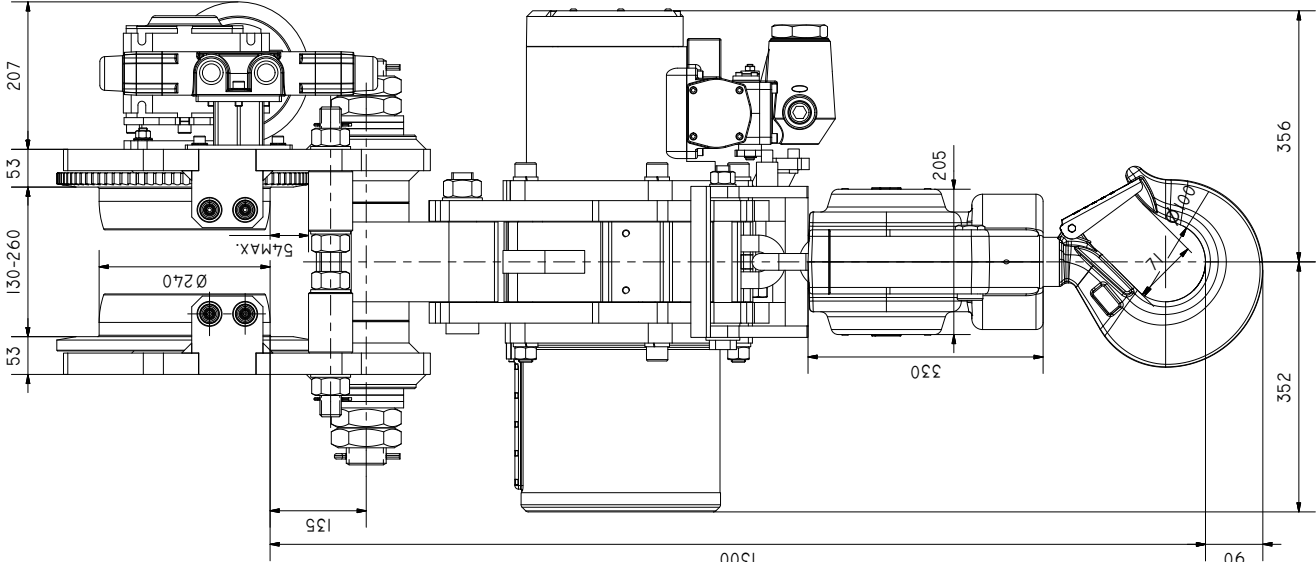
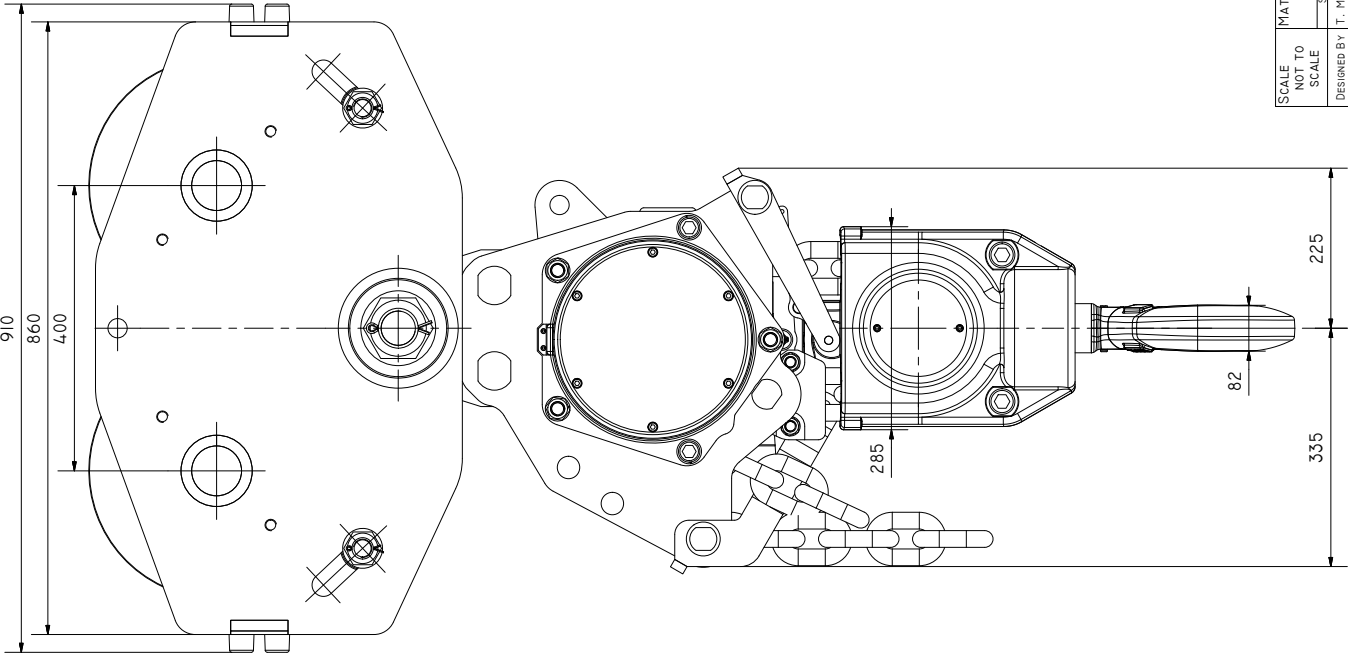
AT_S = STANDARD AT_ATX = ATEX

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



DRAWINGS AND PARTS LISTS

REVISION HISTORY		
REV.	DATE	APPROVED
0	09/04/2018	W. MORRISON



SCALE		MATERIAL		TITLE OF PART		PART NUMBER	
NOT TO SCALE				GENERAL ASSEMBLY		DRG 1505-29	
DESIGNED BY		DATE		DATE			
DRAWN BY		SIGNATURE		SIGNATURE			
CHECKED BY		T. MIKOLAJEWSKI		16/07/2018			
APPROVED BY		T. MIKOLAJEWSKI		0			
SHEET SIZE		B. AITKEN		REVISION WEIGHT			
A3				0			
				REPLACE DRAWING			
				-			
				PROFILE NUMBER			
				TMH 30 HOIST AND TROLLEY			

UNLESS OTHERWISE SPECIFIED
ALL DIMENSIONS ARE IN MILLIMETERS

TOLERANCES

LINEAR

UP TO 30 ±0.1

OVER 30 UP TO 50 ±0.15

OVER 50 UP TO 100 ±0.2

OVER 100 UP TO 200 ±0.3

OVER 200 UP TO 500 ±0.5

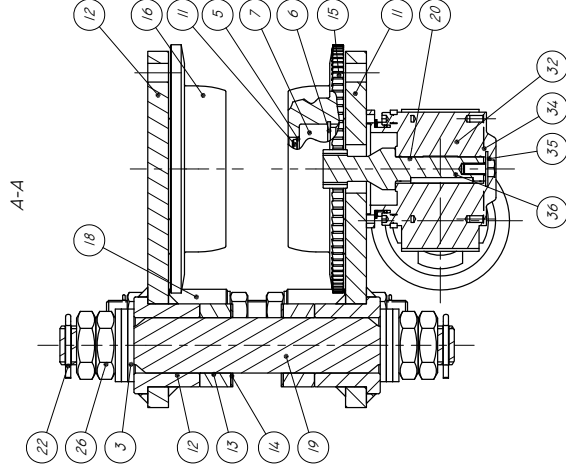
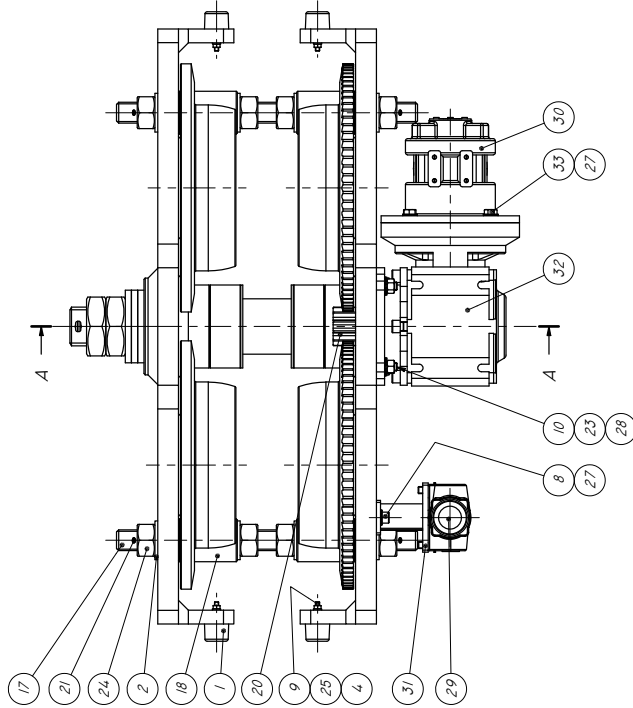
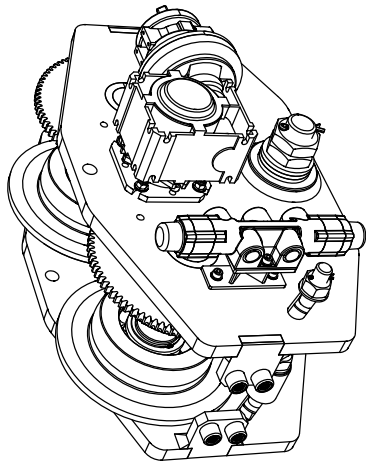
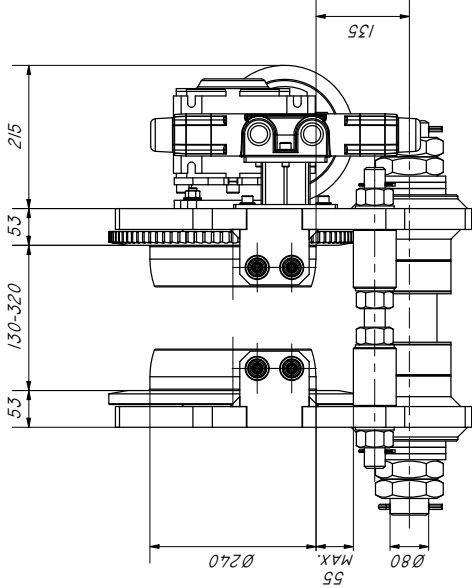
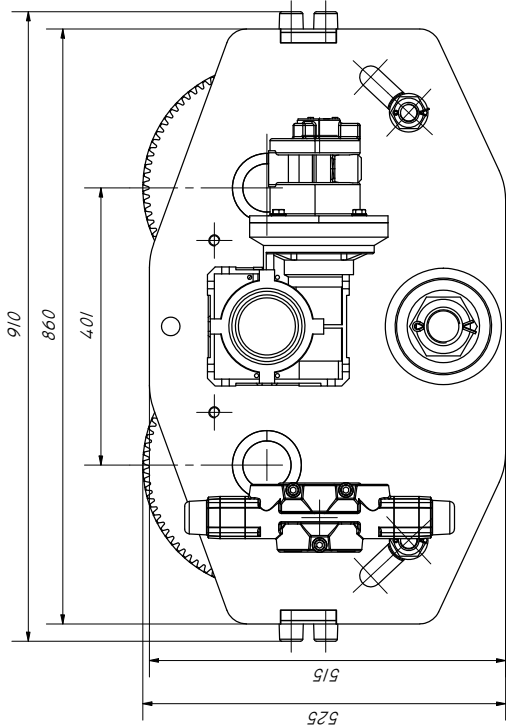
OVER 500 ±1

ANGULAR ±0.5°

SURFACE ROUGHNESS

IF IN DOUBT ASK

REVISION HISTORY		
REV.	DATE	APPROVED
1		

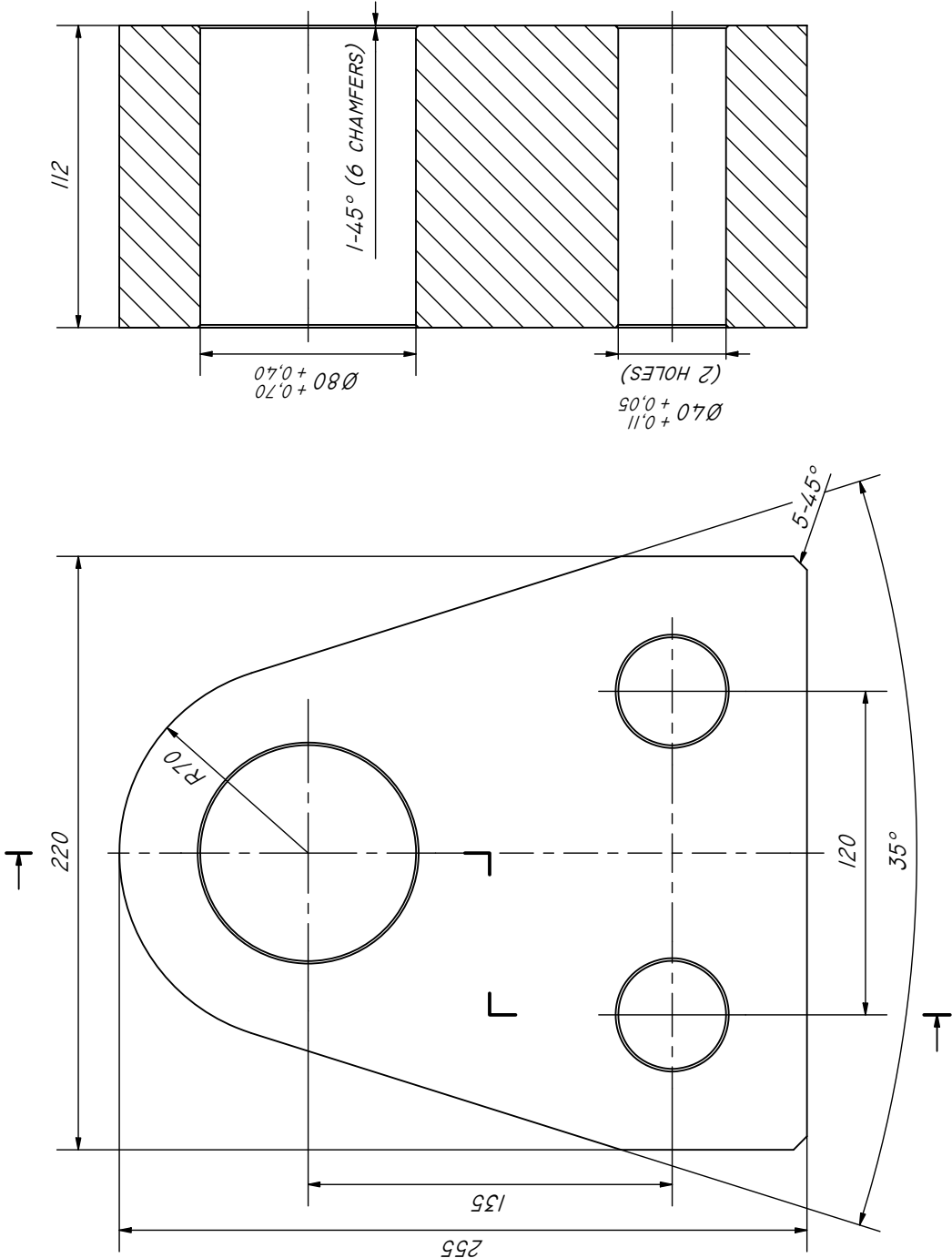


PARTS LIST			REV.		
ITEM	QTY	PART NUMBER	DESCRIPTION		
1	8	DIN 125 - A 31	BUFFER	0	
2	8	DIN 125 - A 58	WASHER	0	
3	6	DIN 125 - A 6.4	WASHER	0	
4	4	DIN 471 - 85 X 3	WASHER	0	
5	4	DIN 472 - 180 X 4	WASHER	0	
6	4	DIN 625 SKF - SKF 6317-22	SPRING RETAINING RING	0	
7	4	DIN 912 - M10 X 40	DEEP GROOVE BALL BEARINGS SINGLE ROW WITH TWO Z SHIELDS SKF	0	
8	3	DIN 912 - M10 X 40	CYLINDER HEAD CAP SCREW	0	
9	8	DIN 913 - M12 X 40	CYLINDER HEAD CAP SCREW	0	
10	4	DIN 913 - M12 X 40	HEXAGON SOCKET SET SCREW	0	
11	1	DRG 1505-02	MOTOR SHAFT	0	
12	1	DRG 1505-03	SPACER	0	
13	1	DRG 1505-09	SPACER	0	
14	1	DRG 1505-10	SPACER WASHER	0	
15	2	DRG 1505-11	GEAR WHEEL	0	
16	2	DRG 1505-12	GEAR WHEEL	0	
17	2	DRG 1505-13	TIE ROD	0	
18	4	DRG 1505-14	ANTI TIP ROLLER	0	
19	1	DRG 1505-15 OR DRG 1505-16 OR DRG 1505-17	LOAD BAR (RANGE I - FLANGE 150-200MM) LOAD BAR (RANGE II - FLANGE 200-260MM) LOAD BAR (RANGE III - FLANGE 260-320MM)	0	
20	1	DRG 1505-18 OR DRG 1505-25	PINION SHAFT (FOR GEARBOX BONFIGLIOLI) PINION SHAFT (FOR GEARBOX NORD)	0	
21	4	ISO 1234 - 4 X 40	SPLIT PIN	0	
22	2	ISO 1234 - 8 X 71	SPLIT PIN	0	
23	4	ISO 4032 - M12	HEX NUT	0	
24	8	ISO 4032 - M10	HEX NUT	0	
25	8	ISO 4032 - M6	HEX NUT	0	
26	4	ISO 4035 - M5.6	HEX NUT	0	
27	9	NL10SP	M10 NORDLOCK WASHER LARGE DIAMETER GLUED PAIR	0	
28	4	NL12SP	M12 NORDLOCK WASHER LARGE DIAMETER GLUED PAIR	0	
29	1	VERSA - SPOOL VALVE	AIR MOTOR: GLOBE	0	
30	1	VS6C	SPOOL VALVE BRACKET	0	
31	1	SK1575FA-IEC80 (RATIO 80-1)	NORD SK1575FA-IEC80 (RATIO 80-1)	0	
32	4	CSN EN 24018 - M10x40	SCREW	0	
33	4	DIN 9021 - 17	WASHER	0	
34	1	ISO 4018 - M16 X 35	HEX-HEAD BOLT	0	
35	1	DIN 6885 - A 10 X 8 X 90	PARALLEL KEY	0	
36	1	DIN 6885 - A 10 X 8 X 90	PARALLEL KEY	0	
SCALE			PART NUMBER		
1:7.5			DRG 1505D-01		
DESIGNED BY			DATE		
TOMAZZ			29/01/2018		
DRAWN BY			REVISION WEIGHT		
E. CRIGNON			0 361.6 KG		
CHECKED BY			REPLACES DRAWING		
B. ATTEN			PROFILE NUMBER		
APPROVED BY			TITLE OF PROJECT		
			25TE HOIST AND TROLLEY		
SHEET SIZE			TITLE OF PART		
A3			25TE AIR TROLLEY (AT25S)		
			SURNAME		
			DATE		
			19/01/2018		
			SIGNATURE		
			29/01/2018		
			TOLERANCES		
			ALL DIMENSIONS ARE IN MILLIMETERS		
			UNLESS STATED OTHERWISE		
			LINEAR		
			UP TO 3000 ± 0.1		
			OVER 3000 ± 0.2		
			OVER 6000 ± 0.3		
			OVER 10000 ± 0.5		
			ANGULAR ± 0.5°		
			SURFACE ROUGHNESS		
			IF IN DOUBT ASK		



RED ROOSTER
LIFTING
INDUSTRIAL LIFTING EQUIPMENT
11 RUE DE LA LIBERTÉ
92100 NANTERRE
www.redroosterlifting.com

REVISION HISTORY		
REV.	DATE	APPROVED
0	09/04/2018	W. MORRISON



SCALE	MATERIAL	S355		TOP EYE (TMH 25)		PART NUMBER
		SURNAME	DATE	SIGNATURE	DATE	
1:2,5		T. MIKOLAJEWSKI	09/04/2018		09/04/2018	DRG 1505-27
DESIGNED BY		T. MIKOLAJEWSKI	09/04/2018		REVISION	1 / 1
DRAWN BY		T. MIKOLAJEWSKI	09/04/2018		WEIGHT	
CHECKED BY					32.2 KG	
APPROVED BY		B. AITKEN			REPLACES DRAWING	
SHEET SIZE					-	
A4						
				TITLE OF PROJECT		
				25 T HOIST & TROLLEY		
				PROFILE NUMBER		
				DRG 1505-27_P		



RED ROOSTER LIFTING

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 WWW.REDROOSTERLIFTING.COM

UNLESS OTHERWISE SPECIFIED
 ALL DIMENSIONS ARE IN MILLIMETERS

TOLERANCES

LINEAR

UP TO 5 b 0.05
 OVER 5 UP TO 50 b 0.1
 OVER 50 UP TO 100 b 0.12
 OVER 100 UP TO 500 b 0.15
 OVER 500 UP TO 1000 b 0.2
 OVER 1000 b 0.25

ANGULAR b 0.5°

SURFACE ROUGHNESS $\sqrt{\text{ }}$
 IF IN DOUBT ASK

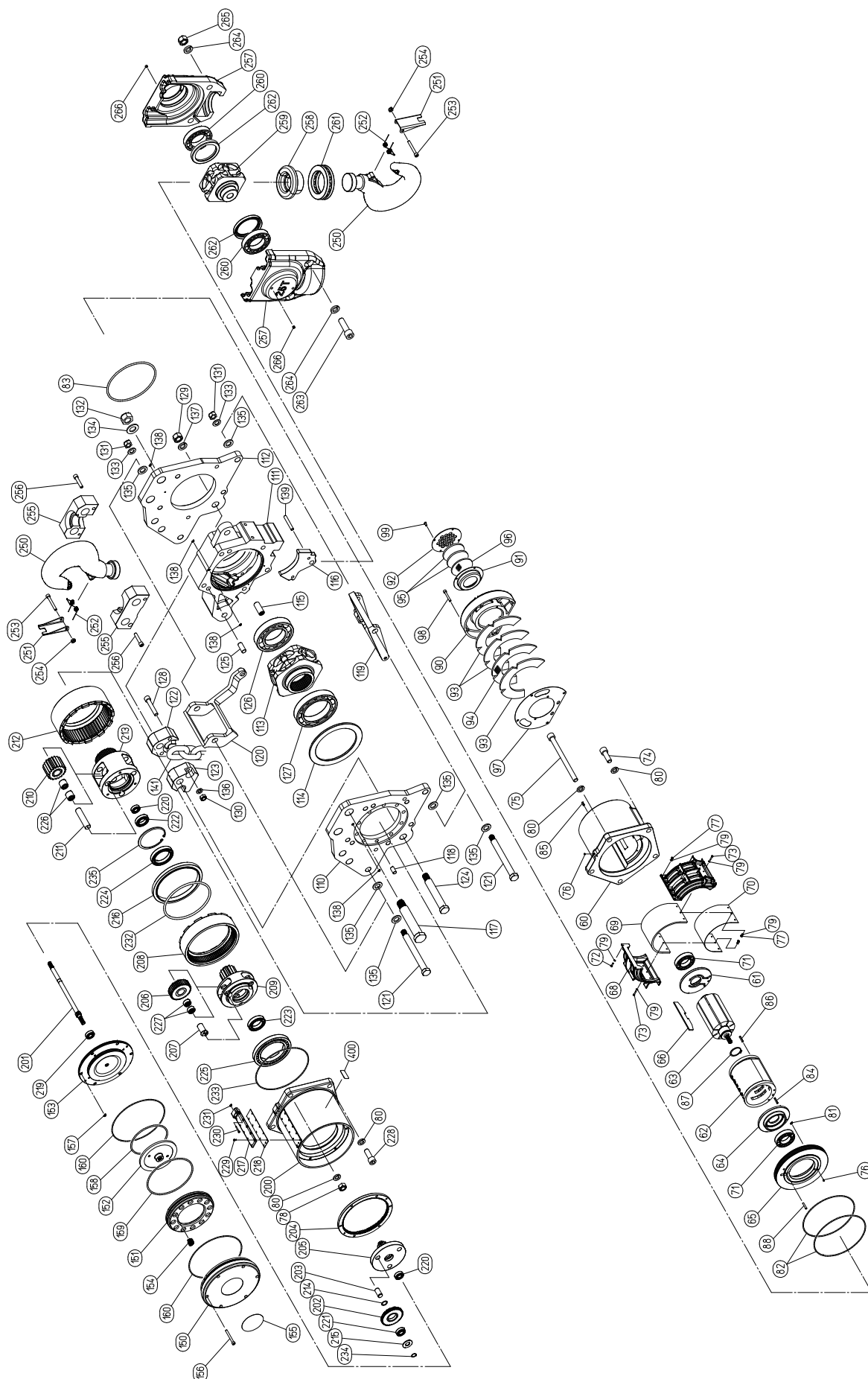


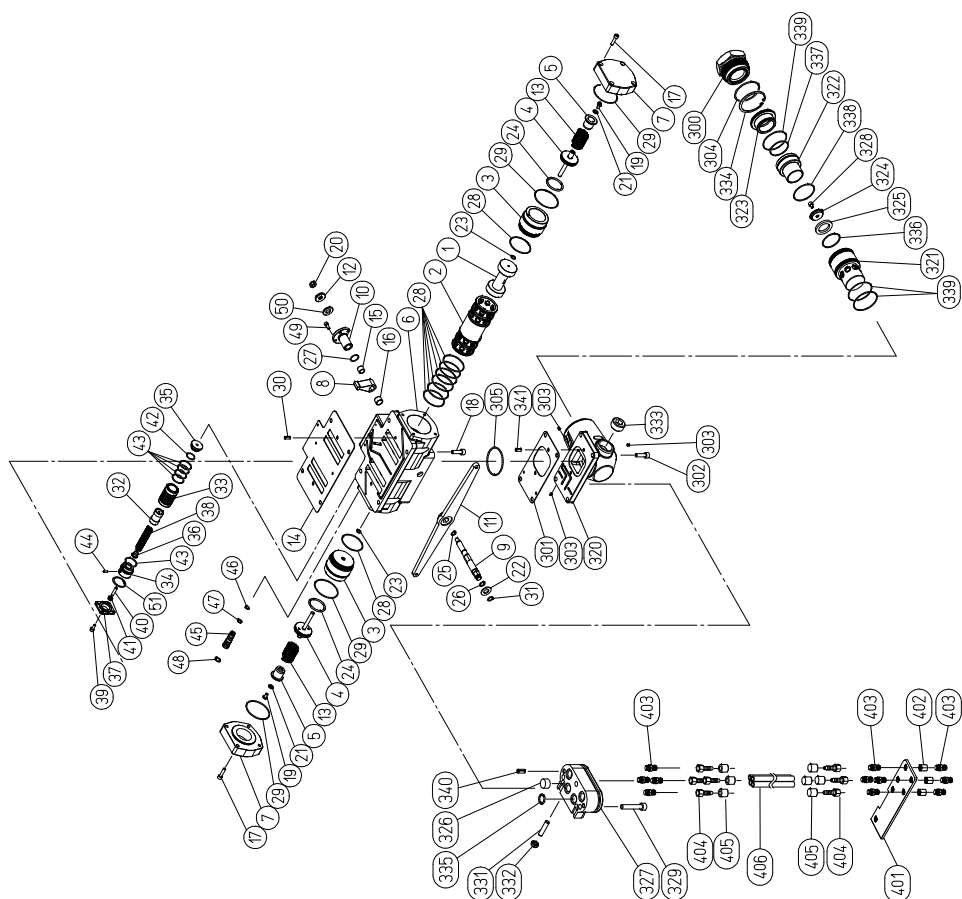
Fig. No.	Part Number	Part Name	Parts Per Hoist
060	425814790	MOTOR CASE	1
061	425814180	REAR PLATE	1
062	425814160	CYLINDER	1
063	425814150	ROTOR	1
064	425814170	FRONT PLATE	1
065	425814M40	FRONT COVER	1
066	137102034	VANE	8
068	425814M50	EXHAUST HOLDER	2
069	137402061	SILENCER M(F)	1
070	137402062	SILENCER M(ST)	1
071	130107011	BEARING 6210	2
072	131704016	HEX.SOCKET HEAD CAP SCREW M4X16	2
073	131704020	HEX.SOCKET HEAD CAP SCREW M4X20	6
074	131720055	HEX.SOCKET HEAD CAP SCREW M20X55	2
075	131716261	HEX.SOCKET HEAD CAP SCREW M20X260	3
076	132105005	HEX.SOCKET SET SCREW M5X5	2
077	134501004	U NUT M4	8
078	134501020	U-NUT M20	3
079	131307004	WASHER M4	16
080	131301020	SPRING WASHER M20	10
081	131101005	O-RING P-7	1
082	131117273	O-RING AS568-273	2
083	131117447	O-RING AS568-447	1
084	130605030	SPRING PIN 5X30	1
085	130606015	SPRING PIN 6X15	2
086	130606030	SPRING PIN 6X30	1
087	130302050	RETAINING RING S-50	1
088	130406079	PARALLEL PIN A6X35 H7	1
090	425814M60	MOTOR COVER	1
091	425814M70	EXHAUST COVER S	1
092	425814A90	EXHAUST PLATE	1
093	137402063	SILENCER LS	3
094	137402064	SILENCER LF	1
095	137402065	SILENCER SS	2
096	137402066	SILENCER SF	1
097	136102175	EXHAUST GASKET	1
098	131708055	HEX.SOCKET HEAD CAP SCREW M8X55	4
099	131906012	HEX.SOCKET BUTTON SCREW M6X12	4
110	425814M80	MIDDLE PLATE G	1
111	425814350	CHAIN GUIDE	1
112	425814M90	MIDDLE PLATE M	1
113	425814A50	LOAD SHEAVE	1
114	425814N90	CHAIN GUIDE COVER	1
115	425806200	COUPLING	1
116	425814360	CHAIN SEPARATOR	1
117	425814220	HANGER PIN	2
118	425814660	KNOCK PIN (16)	10
119	425814N10	LIMIT LEVER U	1

Fig. No.	Part Number	Part Name	Parts Per Hoist
120	425814N20	LIMIT LEVER D	1
121	425814N30	SET PIN	2
122	425814N40	CHAIN SET PLATE L	1
123	425814N50	CHAIN SET PLATE R	1
124	425814K60	CHAIN SET PIN	1
125	426305L61	KNOCK PIN	4
126	130126220	BEARING 6220DDU	1
127	130126026	BEARING 6026DDU	1
128	131716090	HEX.SOCKET HEAD CAP SCREW M16X90	2
129	134401024	HEX.NUT M24	1
130	134501016	U-NUT M16	2
131	134501020	U-NUT M20	2
132	134501030	U NUT M30	2
133	131307020	WASHER M20	2
134	131307030	WASHER M30	2
135	131306024	WASHER M24	6
136	131301016	SPRING WASHER M16	2
137	131301024	SPRING WASHER M24	1
138	131103006	O-RING S-8	4
139	130406080	PARALLEL PIN A12X80 H7	2
141		CHAIN 23.5X66	HOL
150	425814410	BRAKE COVER	1
151	425814400	BRAKE PISTON	1
152	425814430	BRAKE DISC	1
153	425814900	BRAKE PLATE	1
154	130802229	SPRING 20.5X21.9X2.9	12
155		NAME PLATE	1
156	131708080	HEX.SOCKET HEAD CAP SCREW M8X80	6
157	131101007	O-RING P-9	6
158	131117364	O-RING AS568-364	1
159	131117371	O-RING AS568-371	1
160	131117274	O-RING AS568-274	2
200	425814310	GEAR CASE	1
201	425814A62	FIRST PINION	1
202	425814A70	FIRST STAR GEAR	3
203	425814A80	FIRST PIN	3
204	425814E10	FIRST RING GEAR	1
205	425814E22	SECOND PINION	1
206	425814E31	SECOND STAR GEAR	3
207	425814E41	SECOND PIN	3
208	425814E51	SECOND RING GEAR	1
209	425814K20	THIRD PINION	1
210	425814K30	THIRD STAR GEAR	3
211	425814K40	THIRD PIN	3
212	425814K50	THIRD RING GEAR	1
213	425814240	CAGE	1
214	425814N70	FIRST SPACER	3
215	425814N80	FIRST THRUST COLLAR	3
216	425814230	SPACER	1

Hoist Body - TMH-30T-AT30S

Fig. No.	Part Number	Part Name	Parts Per Hoist
217	425814P10	AIR CONNECTOR	1
218	136102176	GASKET C	1
219	130109004	BEARING 6203ZZ	1
220	130107004	BEARING 6203	2
221	130104005	BEARING 6004	3
222	130104008	BEARING 6007	1
223	130104011	BEARING 6010	1
224	130113015	BEARING 6915	1
225	130116024	BEARING 16024	1
226	130180904	NEEDLE BEARING TA2530	6
227	130132515	NEEDLE BEARING TA2515	6
228	131720055	HEX.SOCKET HEAD CAP SCREW M20X55	2
229	131704008	HEX.SOCKET HEAD CAP SCREW M4X8	10
230	131704030	HEX.SOCKET HEAD CAP SCREW M4X30	2
231	131103006	O-RING S-8	1
232	131101215	O-RING P-215	1
233	131117274	O-RING AS568-274	1
234	130302020	RETAINING RING S-20	3
235	130301125	RETAINING RING H-125	1
250	425814E60	HOOK	2
251	425814P20	HOOK SAFETY CLAW	2
252	130802233	HOOK SPRING	2
253	131710080	HEX.SOCKET HEAD CAP SCREW M10X80	2
254	134501010	U NUT M10	2
255	425814570	HOOK END PIECE (SET)	1
256	131712060	HEX.SOCKET HEAD CAP SCREW M12X60	2
257	425818800	UNDER HOOK HOLDER	2
258	425814710	THRUST RING (SET)	1
259	425814F70	FREE CHAIN WHEEL	1
260	130125215	BEARING NJ215ET	2
261	130121220	THRUST BEARING 51220	1
262	131203105	OIL SEAL SB-10513514	2
263	131724080	HEX.SOCKET HEAD CAP SCREW M24X80	2
264	131310024	SPRING WASHER M24	4
265	134401024	HEX.NUT M24	2
266	134902003	HEX.PLUG PT1/8	4
400		BRANDED NAME PLATE	1

Built-In Mains Emergency Stop Valve Pendant Body - TMH-30T-AT30S



Built-In Mains Emergency Stop Valve Pendant Body - TMH-30T-AT30S

Fig. No.	Part Number	Part Name	Parts Per Hoist
001	425814010	MAIN SPOOL	1
002	425814C30	MAIN BUSH	1
003	425814C20	SPOOL CYLINDER	2
004	425814C60	SPOOL PISTON	2
005	425814C70	SPRING SHEET	2
006	425814060	VALVE BODY	1
007	425814080	SIDE COVER	2
008	425814140	LIMIT LEVER	1
009	425814460	LIMIT SHAFT	1
010	425814100	LIMIT GUIDE	1
011	426303L7B	CONTROL LEVER CP	1
012	426305V30	LIMIT VALVE SHAFT WASHER	1
013	130802231	SPRING 26.5X42X3.5	2
014	136102179	VALVE GASKET	1
015	130212013	DRY BEARING DDK05-1212	1
016	130215012	DRY BEARING DDK05-1512	1
017	131706025	HEX.SOCKET HEAD CAP SCREW M6X25	8
018	131708028	HEX.SOCKET HEAD CAP SCREW M8X28	4
019	132406110	CROSS-RECESSED HEAD MACHINE SCREW M6X10	2
020	134501008	U-NUT M8	1
021	131307006	WASHER M6	2
022	131307012	WASHER M12	1
023	131101006	O-RING P-8	2
024	131101038	O-RING P-38	2
025	131103008	O-RING S-10	1
026	131103010	O-RING S-12	1
027	131103016	O-RING S-20	1
028	131103040	O-RING S-53	8
029	131103043	O-RING S-60	4
030	130606015	SPRING PIN 6X15	2
031	130302012	RETAINING RING S-12	1
032	425806J40	LIMIT SPOOL	1
033	425814J30	LIMIT SPOOL BUSH	1
034	426307AR0	LIMIT RETAINER	1
035	425814J50	LIMIT RETAINER F	1
036	426307Z50	SPRING SEAT	1
037	426307AS0	ADJUST COVER	1
038	130802232	SPRING 13.1X70X2.1	1
039	131705014	HEX.SOCKET HEAD CAP SCREW M5X14	4
040	132306025	HEX.SOCKET SET SCREW M6X25	1
041	134403106	HEX.NUT M6	1
042	131103016	O-RING S-20	1
043	131103022	O-RING S-28	5
044	130406005	PARALLEL PIN 4X10 H7	1
045	425814M2B	BRAKE VALVE CP	1
046	131103007	O-RING S-9	1
047	131103008	O-RING S-10	1
048	131103010	O-RING S-12	1

Fig. No.	Part Number	Part Name	Parts Per Hoist
049	131705014	HEX.SOCKET HEAD CAP SCREW M5X14	4
050	426305G80	VALVE SHAFT THRUST PLATE	1
051	130301032	RETAINING RING H-32	1
300	425814G6B	INLET BUSHING CP	1
301	136102177	UNDER GASKET	1
302	131708028	HEX.SOCKET HEAD CAP SCREW M8X28	4
303	132105005	HEX.SOCKET SET SCREW M5X5	4
304	131117143	O-RING AS568-143	1
305	131117144	O-RING AS568-144	1
320	425814470	UNDER COVER	1
321	425814G70	MAIN CUT BUSH	1
322	425814G80	MAIN CUT VALVE	1
323	425814G90	MAIN CUT CAP	1
324	425814H00	MAIN CUT HOLDER	1
325	136102178	MAIN CUT SEAT	1
326	137411114	SILENCER	2
327	425814940	MANI HOLD	1
328	131706308	HEX.SOCKET HEAD CAP SCREW M6X8	1
329	131705030	HEX.SOCKET HEAD CAP SCREW M5X30	3
331	132105022	HEX.SOCKET SET SCREW M5X22	1
332	134403205	HEX.NUT M5	2
333	134902012	HEX.SOCKET HEAD PLUG 1	2
334	130301065	RETAINING RING H-65	1
335	131103008	O-RING S-10	1
336	131103035	O-RING S-44	4
337	131103037	O-RING S-46	1
338	131103040	O-RING S-53	1
339	131115036	O-RING AS568-036	3
340	130604010	SPRING PIN 4X10	2
341	130606015	SPRING PIN 6X15	2
401	DRGPB-01	PENDANT BRACKET	1
402	P044	1/8 BSP FEMALE SOCKET	4
403	P071/1	1/8 BSP NIPPLE c/w 60° CONE	12
404	P016/1	1/8 BSP TO 1/4 HOSE-TAIL c/w SWIVEL	8
405	P002/1	1/4 HOSE FERRULE	8
406	1/4-HOSE	1/4 ANTI-STATIC RUBBER HOSE	4

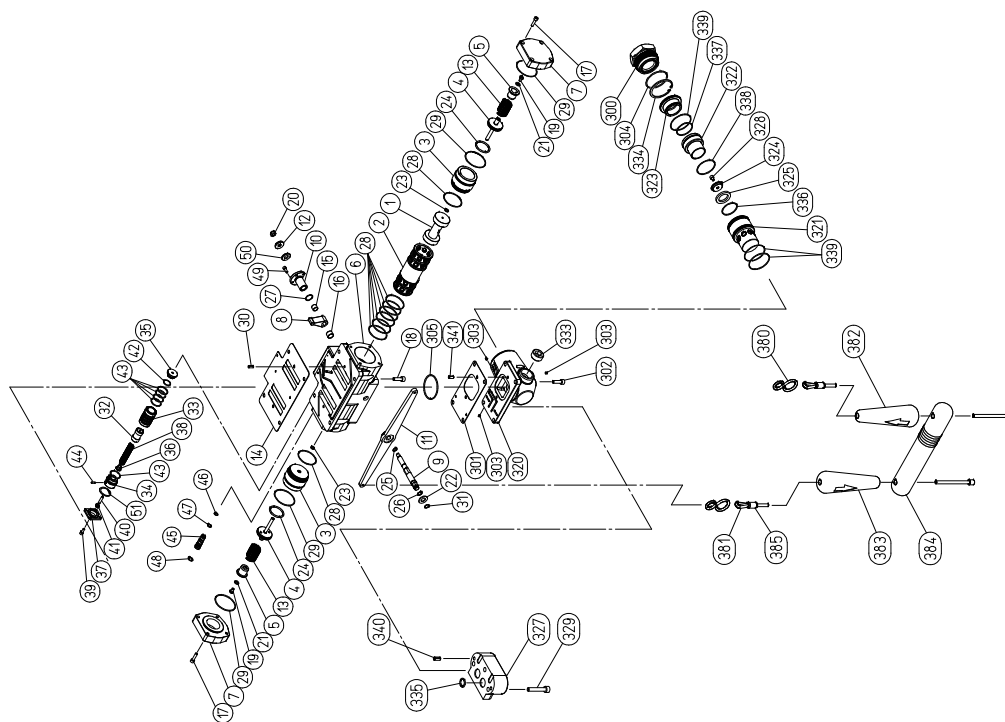
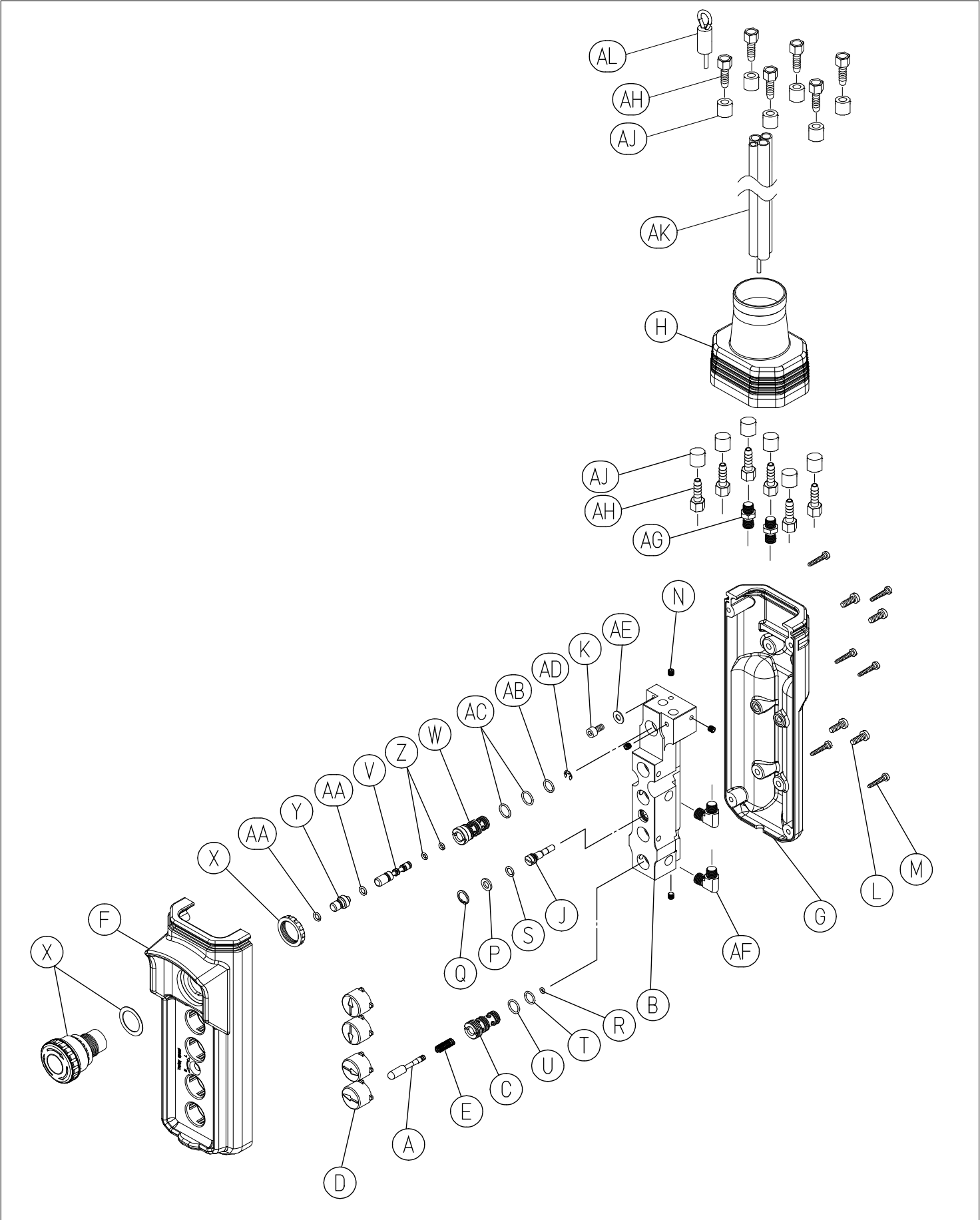


Fig. No.	Part Number	Part Name	Parts Per Hoist
001	425814010	MAIN SPOOL	1
002	425814C30	MAIN BUSH	1
003	425814C20	SPOOL CYLINDER	2
004	425814C60	SPOOL PISTON	2
005	425814C70	SPRING SHEET	2
006	425814060	VALVE BODY	1
007	425814080	SIDE COVER	2
008	425814140	LIMIT LEVER	1
009	425814460	LIMIT SHAFT	1
010	425814100	LIMIT GUIDE	1
011	426303L7B	CONTROL LEVER CP	1
012	426305V30	LIMIT VALVE SHAFT WASHER	1
013	130802231	SPRING 26.5X42X3.5	2
014	136102174	VALVE GASKET	1
015	130212013	DRY BEARING DDK05-1212	1
016	130215012	DRY BEARING DDK05-1512	1
017	131706025	HEX.SOCKET HEAD CAP SCREW M6X25	8
018	131708028	HEX.SOCKET HEAD CAP SCREW M8X28	4
019	132406110	CROSS-RECESSED HEAD MACHINE SCREW M6X10	2
020	134501008	U-NUT M8	1
021	131307006	WASHER M6	2
022	131307012	WASHER M12	1
023	131101006	O-RING P-8	2
024	131101038	O-RING P-38	2
025	131103008	O-RING S-10	1
026	131103010	O-RING S-12	1
027	131103016	O-RING S-20	1
028	131103040	O-RING S-53	8
029	131103043	O-RING S-60	4
030	130606015	SPRING PIN 6X15	2
031	130302012	RETAINING RING S-12	1
032	425806J40	LIMIT SPOOL	1
033	425814J30	LIMIT SPOOL BUSH	1
034	426307AR0	LIMIT RETAINER	1
035	425814J50	LIMIT RETAINER F	1
036	426307Z50	SPRING SEAT	1
037	426307AS0	ADJUST COVER	1
038	130802232	SPRING 13.1X70X2.1	1
039	131705014	HEX.SOCKET HEAD CAP SCREW M5X14	4
040	132306025	HEX.SOCKET SET SCREW M6X25	1
041	134403106	HEX.NUT M6	1
042	131103016	O-RING S-20	1
043	131103022	O-RING S-28	5
044	130406005	PARALLEL PIN 4X10 H7	1
045	425814M2B	BRAKE VALVE CP	1
046	131103007	O-RING S-9	1
047	131103008	O-RING S-10	1
048	131103010	O-RING S-12	1

Fig. No.	Part Number	Part Name	Parts Per Hoist
049	131705014	HEX.SOCKET HEAD CAP SCREW M5X14	4
050	426305G80	VALVE SHAFT THRUST PLATE	1
051	130301032	RETAINING RING H-32	1
300	425814G6B	INLET BUSHING CP	1
301	136102177	UNDER GASKET	1
302	131708028	HEX.SOCKET HEAD CAP SCREW M8X28	4
303	132105005	HEX.SOCKET SET SCREW M5X5	5
304	131117143	O-RING AS568-143	1
305	131117144	O-RING AS568-144	1
320	425814470	UNDER COVER	1
321	425814G70	MAIN CUT BUSH	1
322	425814G80	MAIN CUT VALVE	1
323	425814G90	MAIN CUT CAP	1
324	425814H00	MAIN CUT HOLDER	1
325	136102178	MAIN CUT SEAT	1
326	137411114	SILENCER	2
327	425816940	MANI HOLD	1
328	131706308	HEX.SOCKET HEAD CAP SCREW M6X8	1
329	131705030	HEX.SOCKET HEAD CAP SCREW M5X30	3
331	132105022	HEX.SOCKET SET SCREW M5X22	1
332	134403205	HEX.NUT M5	2
333	134902012	HEX.SOCKET HEAD PLUG 1	2
334	130301065	RETAINING RING H-65	1
335	131103008	O-RING S-10	2
336	131103035	O-RING S-44	4
337	131103037	O-RING S-46	1
338	131103040	O-RING S-53	1
339	131115036	O-RING AS568-036	3
340	130604010	SPRING PIN 4X10	2
341	130606015	SPRING PIN 6X15	2
380	130802081	S-TYPE WIRE (S)	2
381	138001015	THROTTLE VALVE CHANGE CORD (1.5M)	2
382	136602625	GRIP(W)	1
383	136602626	GRIP(R)	1
384	136602627	HANDLE	1
385	137249050	ROPE SLEEVE TA-85A	2

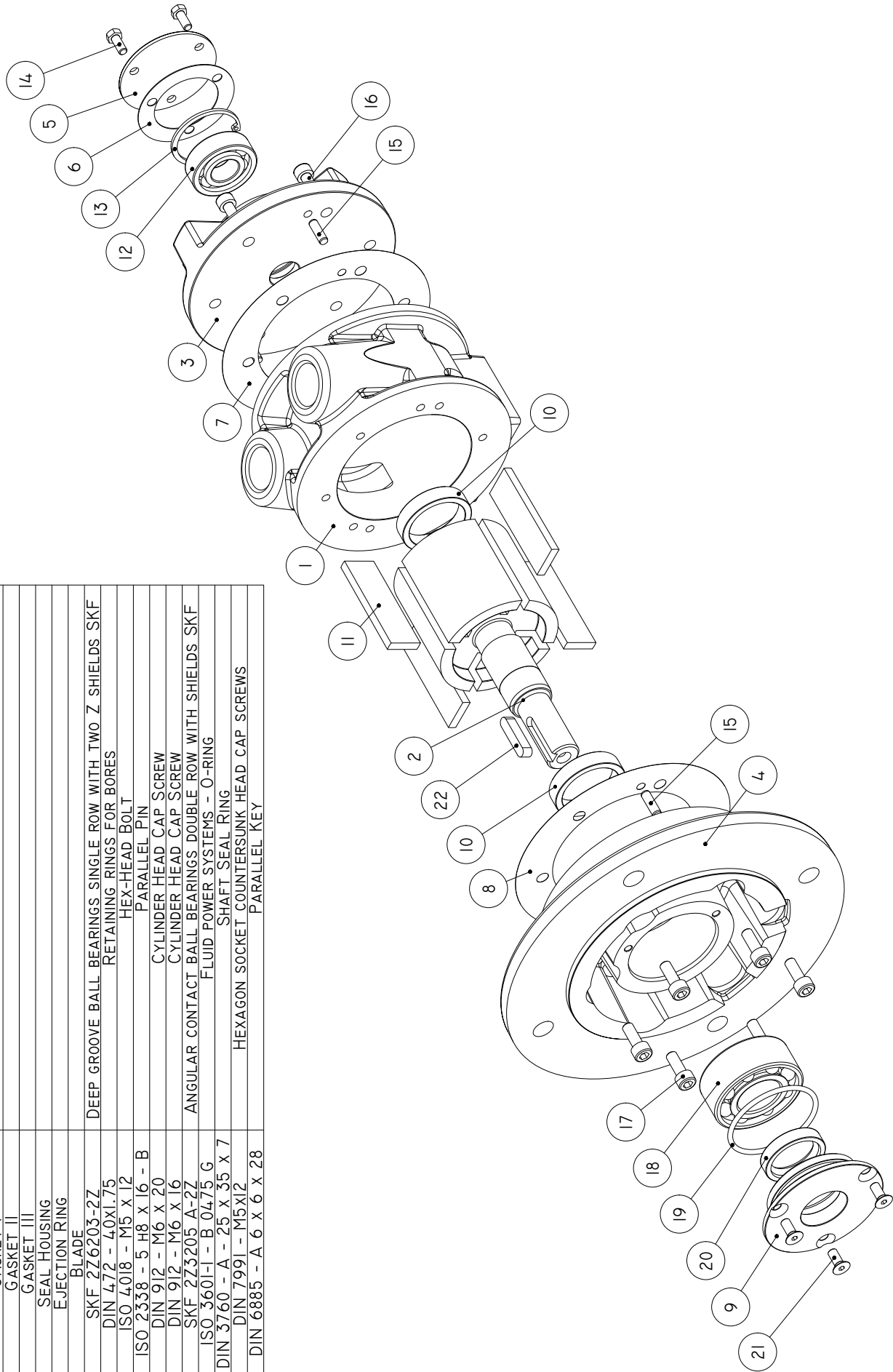


Pendant - VRD-4R

Fig. No.	Part Number	Part Name	Parts Per Hoist
A	420218VB0	THROTTLE VALVE	4
B	420235VR0	VALVE BODY	1
C	420218VF0	BUSHING	4
D	420235X40	BUTTON	4
E	130802036	SPRING 6X18X0.32	4
F	420235W50	FRONT CASE	1
G	420235W60	REAR CASE	1
H	136608256	BOOT	1
J	420235VM0	ADJUST SCREW	1
K	131705310	HEX SOCKET HEAD CAP SCREW M5X10	1
L	132404114	PHILLIPS HEAD MACHINE SCREW M5X14	4
M	132904221	SELF TAPPING SCREW 4X20	6
N	132105305	HEX SOCKET HEAD CAP SCREW M5X5	4
P	131309206	WASHER M6	1
Q	130301912	RETAINING RING H-12	1
R	131109001	O-RING S-3 (HS90°)	4
S	131103005	O-RING S-7	1
T	131103008	O-RING S-10	4
U	131103009	O-RING S-11.2	4
V	420224V61	EMERGENCY VALVE	1
W	420228V50	EMERGENCY BUSHING	1
X	136690503	EMERGENCY SWITCH	1
Y	420228W00	PUSH ROD	1
Z	131103002	O-RING S-4	2
AA	131103004	O-RING S-6	2
AB	131103008	O-RING S-10	1
AC	131103009	O-RING S-11.2	2
AD	130303204	RETAINING RING E-4	1
AE	131307105	WASHER M5	1
AF	P128	1/8 BSP COMPACT ELBOW C/W 60° CONE	4
AG	P071/1	1/8 BSP NIPPLE C/W 60° CONE	2
AH	P016/1	1/8 BSP TO 1/4 HOSETAIL SWIVEL	12
AJ	P002/1	1/4 HOSE FERRULE	12
AL		STRAINER WIRE	1
AK	1/4-HOSE	1/4 ANTI STATIC RUBBER HOSE	6

AIR MOTOR
GLOBE VS6C

PARTS LIST			DESCRIPTION
ITEM	QTY	NAME	
1	1	Body	
2	1	ROTOR SHAFT ASSY	
3	1	END PLATE	
4	1	FRONT PLATE D80	
5	1	COVER PLATE	
6	1	GASKET I	
7	1	GASKET II	
8	1	GASKET III	
9	1	SEAL HOUSING	
10	2	EJECTION RING	
11	4	BLADE	
12	1	SKF 276203-2Z	DEEP GROOVE BALL BEARINGS SINGLE ROW WITH TWO Z SHIELDS SKF
13	1	DIN 472 - 40x1.75	RETAINING RINGS FOR BORES
14	3	ISO 4018 - M5 x 12	HEX-HEAD BOLT
15	4	ISO 2338 - 5 H8 x 16 - B	PARALLEL PIN
16	6	DIN 912 - M6 x 20	CYLINDER HEAD CAP SCREW
17	6	DIN 912 - M6 x 16	CYLINDER HEAD CAP SCREW
18	1	SKF 273205 A-2Z	ANGULAR CONTACT BALL BEARINGS DOUBLE ROW WITH SHIELDS SKF
19	1	ISO 3601-I - B 0475 G	FLUID POWER SYSTEMS - O-RING
20	1	DIN 3760 - A - 25 x 35 x 7	SHAFT SEAL RING
21	3	DIN 7991 - M5x12	HEXAGON SOCKET COUNTERSUNK HEAD CAP SCREWS
22	1	DIN 6885 - A 6 x 6 x 28	PARALLEL KEY



4

WAY VALVES 5/2 and 5/3

Four-Way Valves are generally used to control double acting cylinders. They function to alternately direct pressure to one of two outlets at the same time exhausting pressure from the opposite outlet.



NOMINAL PRESSURE RANGE

Series "V": partial vacuum to 200 psi (14 bar)
pneumatic **Series "T"**: 0-500 psi (35 bar) hydraulic

ACTUATION

MANUAL, MECHANICAL, PILOT
or SOLENOID-PILOT

BODY TYPES: All Series "V" & "T" Four-Way Valves are available in the two body types described below. Actuators used with either body type are completely interchangeable.

HOW TO SELECT A VERSA VALVE

Every letter and digit in the product number has a significant meaning. The product number shown below (VJJ-4503) indicates the following

V	J	J	-	4	5	0	3
VALVE SERIES	ACTUATING DEVICES			FUNCTIONAL TYPE OF VALVE	VALVE PORT SIZE	BODY DETAILS	SPOOL DETAILS (FLOW PATTERNS)
	ON LEFT END OF VALVE LOOKING AT INLET	ON RIGHT END OF VALVE LOOKING AT INLET					
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 *6 3/4" NPT *7 1" NPT *Basic valve size	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.

PILOT

The pilot actuator is a small cylinder and piston that is an integral part of the valve and which, when pressurized or unpressurized, actuates the valve.

TYPE "P" PRESSURE PILOT (for 2-position valves)

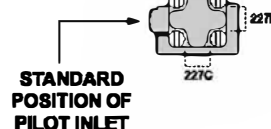
60

TYPE "J" PRESSURE PILOT (for 3-position valves)

61

This pilot requires pressure to actuate the valve, and release of the pressure to return the valve. Usually it is controlled by a small Three-Way valve. The pilot port on the 1/8" through 1/2" valves may be rotated to any position in 90° increments from vertical. (See option arrangements below).

When used in pairs for 2-position valves, it is not necessary to maintain pressure on the actuated pilot in order for the valve to remain in actuated position. Valve will remain in last position until signalled by the opposite pilot to return. When used with spring centering feature ("J"), valve will remain in center position until actuated by either pilot. To remain in actuated position, pilot must remain pressurized until it is required for valve to return to center position.



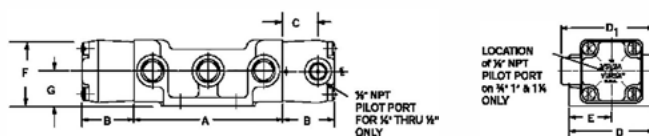
OPTIONS

Pilot actuated valves (1/8" thru 1/2") are supplied with the pilot port facing the same direction as the inlet port of the valve proper. Three other positions are available (Suffix-227A thru -227C). To order simply include the suffix number shown.

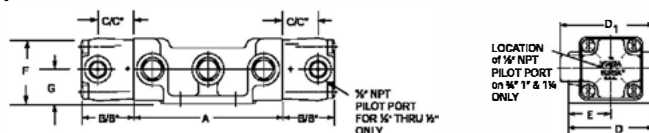
Example: VSP-4302-227A.

PILOT ACTUATED VALVES DIMENSIONS

SINGLE PILOT



DOUBLE PILOT



SIZE	A		B		B*		C		C*		D1		D		E		F		G	
	In	mm	In	mm	In	mm	In	mm	In	mm	In	mm	In	mm	In	mm	In	mm	In	mm
1/8-1/4	3.5	89	1.22	31	2.13	54	0.84	21	1.73	44	2.19	56	2	51	1	25	1.5	38	0.81	21
3/8-1/2	5.75	146	1.22	31	2.13	54	0.84	21	1.73	44	2.69	66	2.75	70	1.36	35	1.69	43	0.66	22
3/4-1-1 1/4	8.5	216	2.06	52	3.53	90	—	—	—	—	—	—	3.75	95	1.88	48	2.44	62	1.25	32

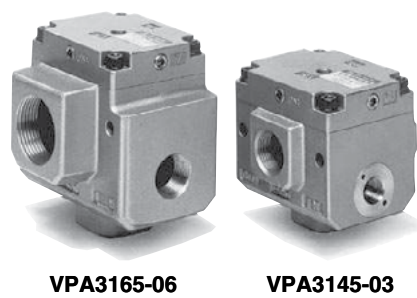
*Dimensions for Spring-Centering Valves



HOW TO SELECT A VERSA VALVE

Every letter and digit in the product number has a significant meaning. The product number VPA3165-10 shown below shows the following:

VPA3	1	6	5	-	10
VALVE SERIES	PILOT №	BODY SIZE	BODY TYPE		PORT SIZE
Air Operated Valve Pneumatic Pilot Spring Centreing	Single	1	Body Ported		10 1"



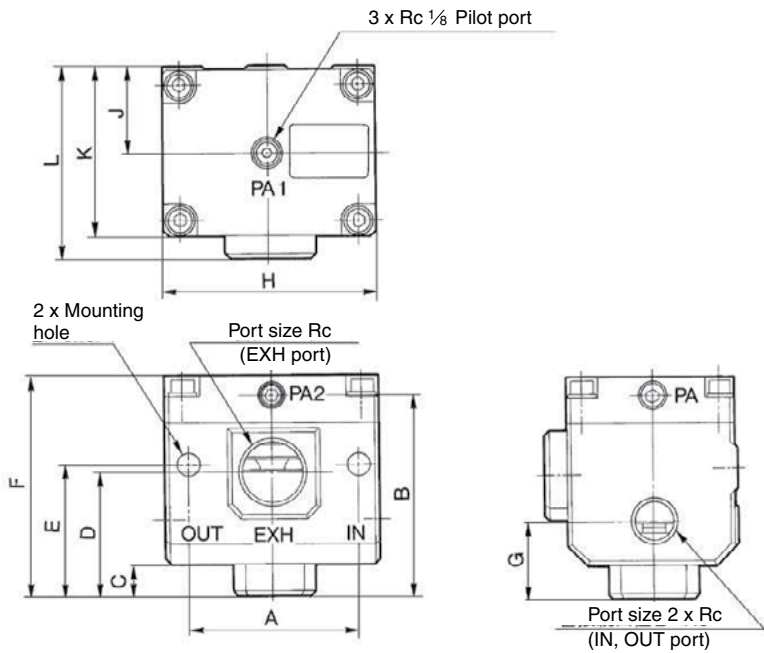
Specifications

Fluid	Air	
Type of actuation	N.C. only (N.O. only for vacuum)	
Operating pressure range	For vacuum and low pressure	For ordinary pressure
	-101.2 kPa to 0.2 MPa	0.2 to 0.8 MPa
Pilot pressure range	Refer to the graph of pilot pressure.	
Ambient and fluid temperature (°C)	0 (No freezing) to 60	
Lubrication	Required (Turbine oil, Class 1 ISO VG32 equivalent)	
Mounting orientation	Free	
Impact/Vibration resistance (m/s ²) Note)	150/50	

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 ON and OFF. (Value in the initial stage)

Vibration resistance: No malfunction from test with 45 to 1000 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)

DIMENSIONS - VPA3165-10



MODEL	PORT SIZE		A	B	C	D	E	F	G	H	J	K	L	MOUNTING HOLE
	IN/OUT	EXH												
VPA3165-10	1"	1 1/4"	82.6	110	17	68	75	118	45	113	36	71	95	Ø8.5

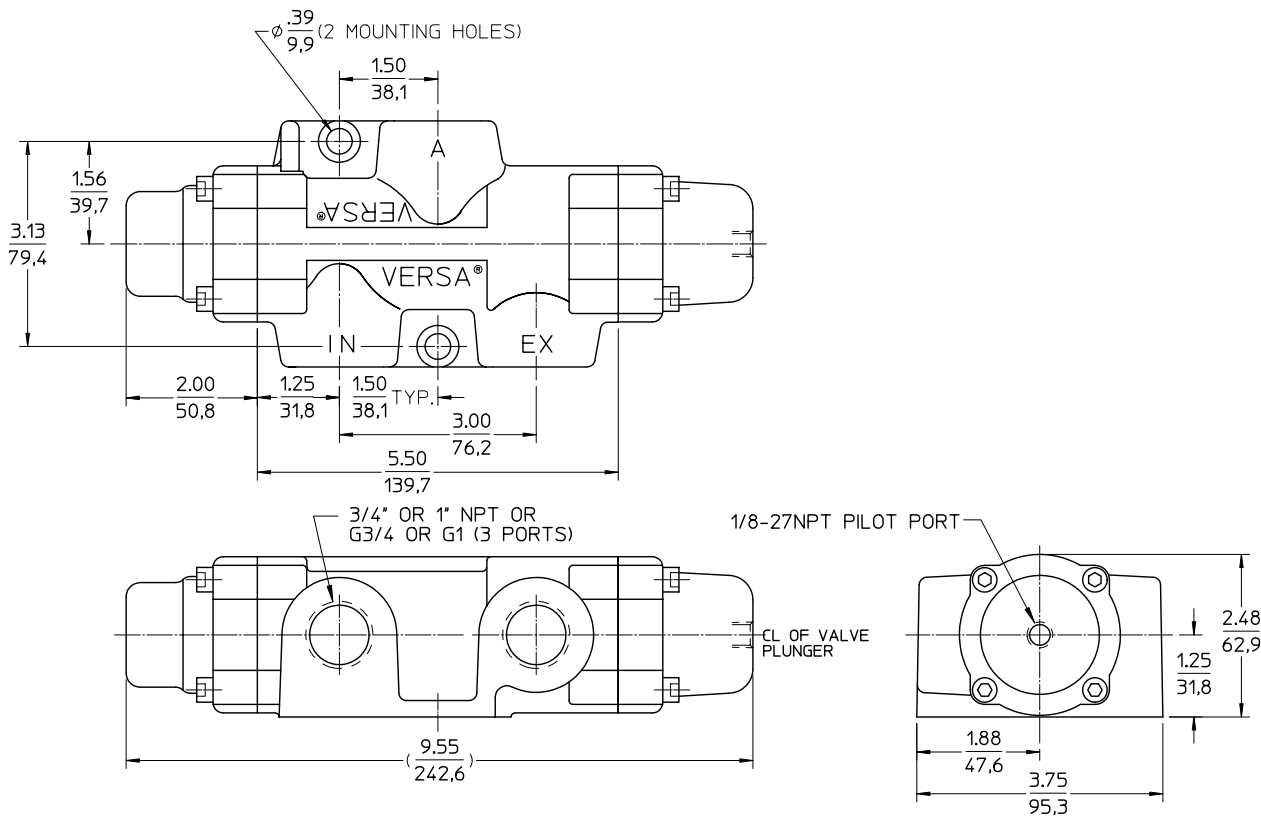
HOW TO SELECT A VERSA VALVE

Every letter and digit in the product number has a significant meaning. The product number VSP-3701-2B shown below shows the following:

V	S	P	-	3	7	0	1
VALVE SERIES	ACTUATING DEVICES			TYPE OF VALVE	VALVE PORT	BODY DETAILS	SPOOL DETAILS
	ON LEFT END OF VALVE LOOKING AT INLET	ON RIGHT END OF VALVE LOOKING AT INLET					
V Series "V" Valve Pneumatic service to 200 psi (14 bar)	S SPRING RETURN Spring pushes valve spool	P PRESSURE PILOT Two position		3 THREE-WAY	7 1" 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.	1 Normally Closed

Valve model to suit: TNC10TWLPE, TNC-15TW/3, TNC-20TW/4, TNC-25TW, TNC-37.5TW, TNC-50TW/4

DIMENSIONS - VSP-3701





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 0.5" to 1.5" depending on the hoist capacity but with the latest hoists having the valves built into the hoist they are only required on cord conversion to pendant hoists on hoists manufactured before 2014.

Valve models: 0.5" = VSA 3135-04, 0.75" = VSA3145-06, 1" = VPA 3165-10
UK Ex / ATEX version 0.75" = X773.32.11.1C, 0.75" = VJJ4306/2B, 1" = VJJ4703-2B

PILOT VALVE

These valves are used on TMH hoists where the pendant length is more than 10 metres long. The valves are opened by the control air from the pendant opening the valve allowing full pressure to open the hoist spool valve.

Valve model: SYJA712-01

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.

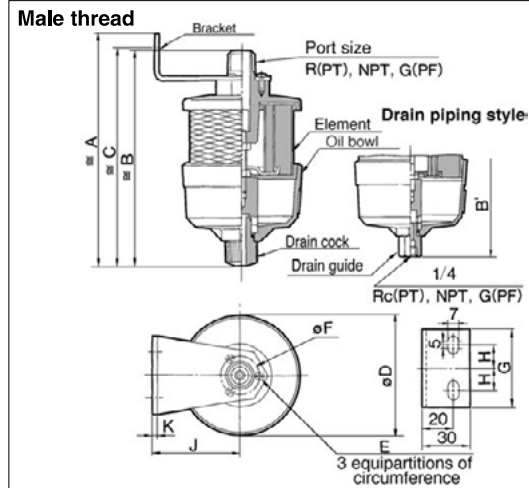
In areas where you do not want the exhaust air / oil to go freely into the atmosphere we can either pipe the exhaust air away to another room, fit a filter silencer unit, or a combination of both using the exhaust pipe with a filter silencer on the end of the hose.

- ▷ 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.

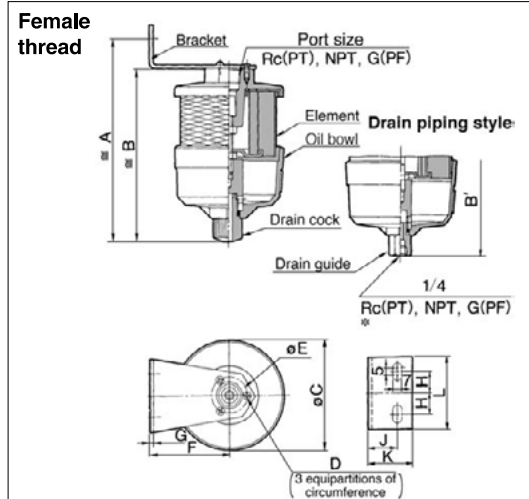
ACCESSORIES

AMC

Construction/Dimensions



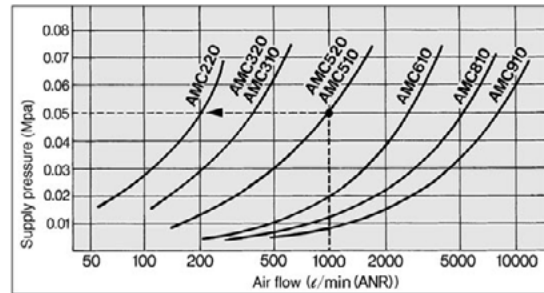
Model	Port size	A	B	C	D	Mounting bracket							Drain piping
						E	F	G	H	J	K	B'	
AMC310	3/8	150.5	138.5	140.5	75	M3 Depth	24	50	15	55	2.3	141.5	
AMC510	3/4	203.5	196.5	193.5	102	M4 Depth	40	70	20	70	3.2	199.5	
AMC610	1	229.5	224.5	219.5	118	M4 Depth	48	70	20	80	3.2	227.5	
AMC810	1 1/2	-	270	-	135	-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



Model	Port size	A	B	C	Mounting bracket								Drain piping
					D	E	F	G	H	J	K	L	B'
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

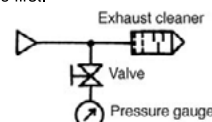
⚠️ Caution

- 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

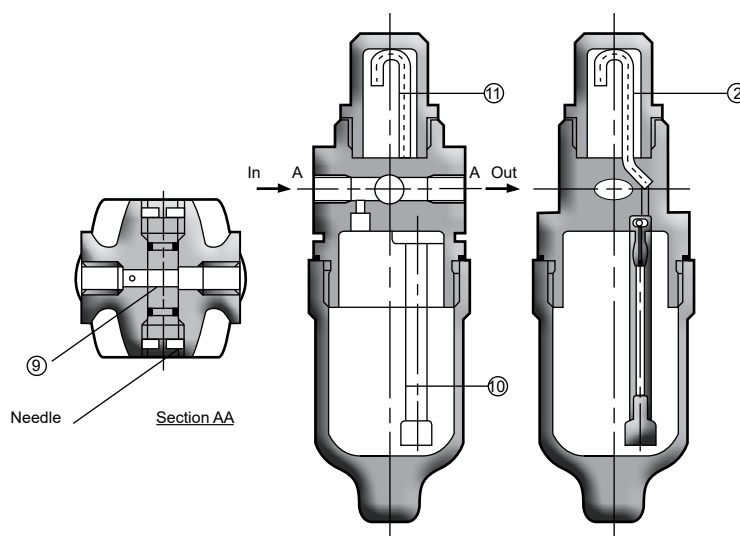
The preferred type, and essential where the lubricator must be sited some distance from the hoist. The unit produces atomised oil particles which remain in suspension in the air longer.

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.

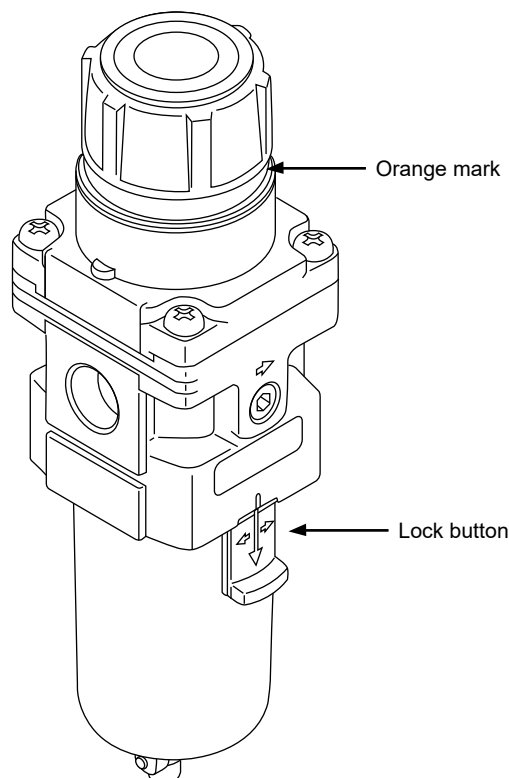


Image for illustration purposes only



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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