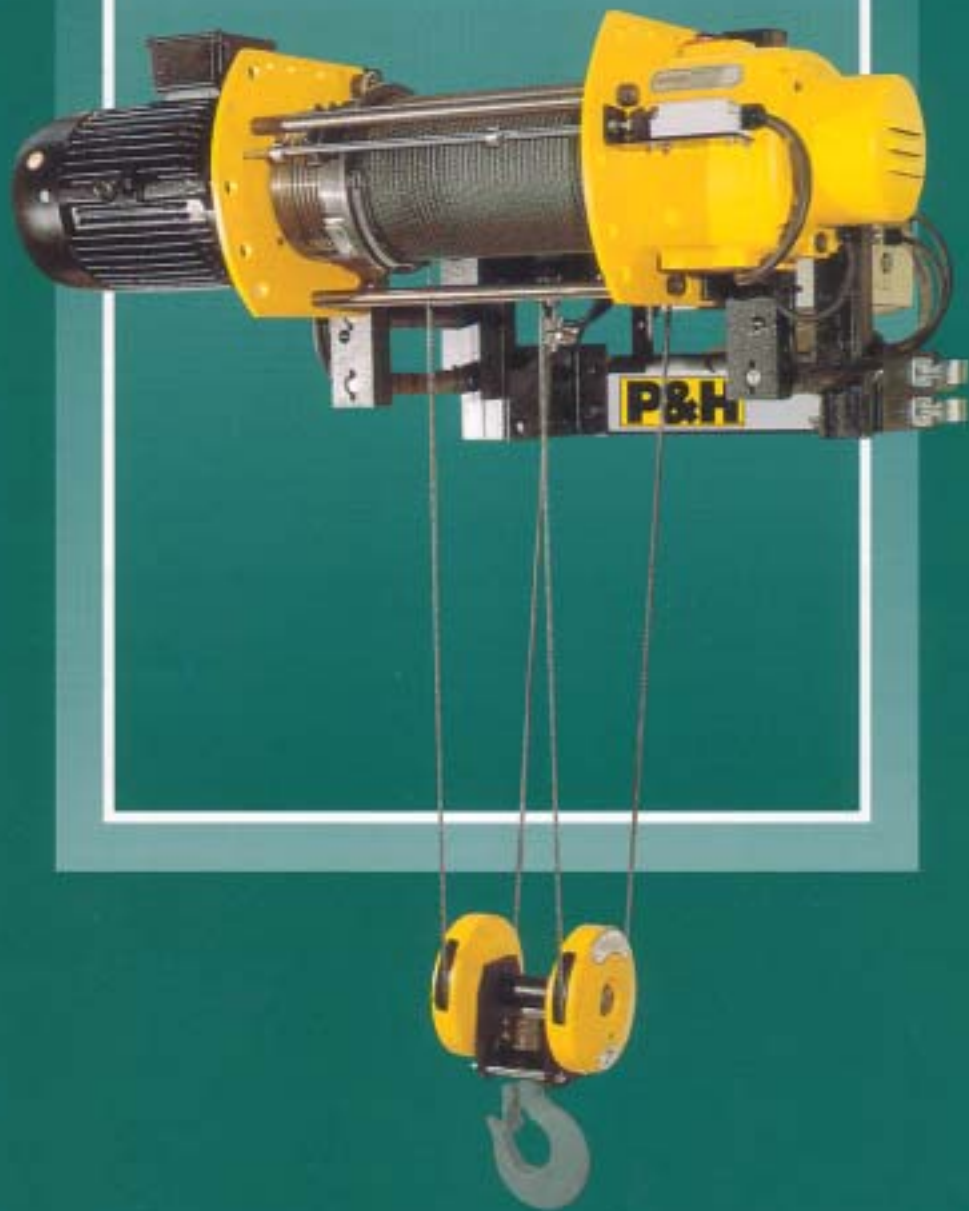


REDI-LIFT™

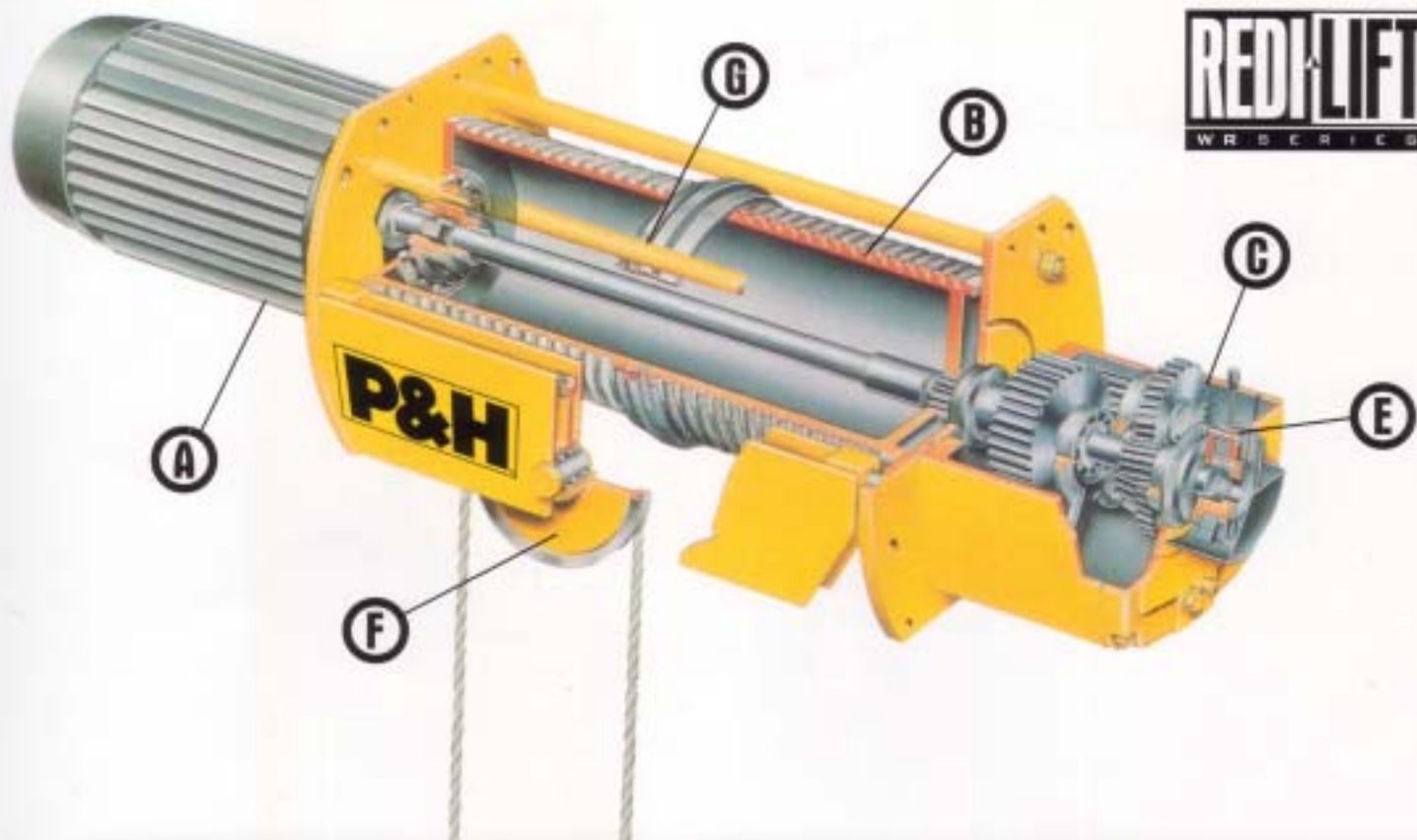
W R S E R I E S



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A Hamischfeger Industries Company



	COMPONENT	FEATURES	ADVANTAGES
A	MOTOR	High torque squirrel cage parallel rotor — Hoist rated — Minimum 50% ED rating — Flange mounted — Wye frame — Dual wound option for two speed.	Designed for stop/start duties — Suitable for industrial environments as standard — Dual speed option involves no additional wearing parts.
B	DRUM	Heavy duty seamless steel tube supported on high quality anti-friction bearings — Rope guide is standard — Choice of drum lengths.	Designed for long life — Prolonged rope life reduces maintenance costs — Alternative drum lengths allow for various heights of lift.
C	GEAR BOX	Oil immersed, heat treated gears supported on ball and roller bearings.	Long working life — Low noise — Minimum maintenance.
D	CONTROLS	Steel enclosure with NEMA 4 protection — Mechanically interlocked contactors.	Robust and dust-resistant — Interlocks prevent inadvertent operation of opposing motions — Low voltage pendant for operator safety.
E	HOIST BRAKE	Electromagnetic DC, failsafe brake acting on input shaft of gearbox, incorporates hand release mechanism as standard.	Spring set operation in event of power failure — Hand release allows safe lowering of loads in event of power failure.
F	LOAD BLOCKS	Steel sheaves rotate on anti-friction bearings — Lower block has steel sheave guards — Load hook latch is standard.	Long wear life — Sheave guards protect sheave and rope from damage.
G	LIMIT SWITCH	Direct acting push/pull arrangement operated from the moving rope guide assembly — Additional block actuated upper limit switch used for backup — Load limit switch standard.	Prevents accidental overtravel and over capacity lifting, preventing damage to the hoist.

STANDARD SPECIFICATIONS

HOIST MOTOR

The squirrel cage motor is specifically rated for hoist duty with a maximum of 300 starts per hour. The insulation is Class F or NEMA Standards. Motor enclosures are NEMA 4 rated. This unit is flange mounted to the hoist frame side plate and connected to the gear box through a flexible coupling.

When creep speeds are required, the dual speed operation is achieved by a dual winding squirrel cage motor, operated from two step control buttons.

HOIST DRUM

The main component of the hoist is a heavy duty, seamless steel tube, supported on high quality, precision ball bearings supported by the main frame side plates.

The drum is accurately machined to contain the hoist rope in a single layer. A minimum of 2-1/2 wraps of rope remain on drum when the hook is fully lowered.

To maintain correct rope reeving during operation, a rope guide and pressure ring are standard.

GEAR BOX

The gear box is an oil-immersed, triple reduction gear train, self-contained in a cast-iron housing. All gears have helical teeth. Each geared shaft assembly is supported on ball or roller bearings.

Torque input to the gear box is through a flexible coupling and drive shaft from the hoist motor. Output torque is achieved by a hollow shaft drive, splined into the hoist drum.

ELECTRIC CONTROLS

Controls are full magnetic reversing contactors for each motion. Contactors are selected for hoist duty and mechanically interlocked. Control circuits are protected by primary fuses in each phase.

The entire electrical panel assembly is contained within a NEMA 4 dust- and damp-resistant enclosure.

The hoist is controlled from a compact shock resistant, oil-tight, pushbutton pendant. This is suspended with strain cable to avoid damage to the control cables.

For additional protection, the pushbuttons are mechanically interlocked, hold-on type and vertically mounted.

D.C. HOIST BRAKE

The brake is a single disc, spring applied, magnetic coil release, selected for hoist duty. The coil is D.C. rectified to provide positive action.

The brake is coupled to the main gear case and operates on the primary drive shaft. Braking is provided on the drum side of the flexible coupling and acts directly through the gear train into the hoist drum.

The brake torque is factory preset.

The brake is readily accessible for periodic inspection. Spring set operation sustains the load in the event of a power supply failure.

A special hand release mechanism is provided to allow the hook to be lowered in the event of a power failure.

BOTTOM BLOCK

The block contains a forged steel hook tested to 150% full load and contains a hook latch. The hook is supported on a heavy duty thrust bearing which is attached to the main trunion and allows 360 degree rotation of the hook.

The steel rope sheaves revolve on anti-friction bearings and are fully guarded within their protective steel castings.

LIMIT SWITCHES

Auto-reset limit switch to prevent accidental overtravel of the hook block is standard. This is a positive action switch, operated by movement of the hoist rope guide. A second block-activated switch is provided for upper limit backup.

POWER SUPPLY

Standard power is 460/3/60 Hz. Other voltages available upon request.

OPERATING TEMPERATURES

All components of the hoist are rated for duty at an ambient temperature range of 15 to 125 degrees F.

TESTING

All hoists will be load tested to be in accordance with ANSI/ASME B30.16 requirements.

A test certificate is provided.

One Operating and Maintenance Manual, with wiring diagram, is provided with each hoist.

FINISH

Each unit is furnished in a yellow and black two-tone color scheme.

TROLLEY OPTIONS

The hoist is designed for application flexibility and is offered in several suspensions. It can be foot mounted or lug mounted, in addition to beam mounted motor geared trolleys.

Trolleys are low headroom versions and have heavy duty side plates from which the hoist is suspended. All trolleys have a minimum of four single flange wheels, each with ball bearings to reduce friction.

Electric travel is through a spur gear train and flange mounted motor brake unit, controlled from the hoist panel. One pair of wheels is driven by the gear train.

Electric trolley brakes are standard.