

OPERATION, SERVICE & PARTS MANUAL



Yale® **GLOBAL KING™** **WIRE ROPE HOISTS** **RATED THRU 10 METRIC TONNE**

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

Model No. _____

Serial No. _____

Purchase Date _____

Voltage _____

Rated Load _____

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

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

LIFTTECH®
 **LIFT-TECH INTERNATIONAL, Division of**
COLUMBUS McKINNON CORPORATION
MUSKEGON, MI 49443-0769

Yale®
HOISTS

PRINTED IN U.S.A.

FORWARD

This book contains important information to help you install, operate, maintain and service your new Yale electric hoist. We recommend that you study its contents thoroughly before putting the hoist into use. Read HST 4M performance standard and ANSI B30.16 safety standard for hoists. Then, through proper installation, application of correct operating procedures, and by practicing the recommended maintenance suggestions you can expect maximum lifting service from the hoist.

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

When ordering replacement parts from this book, it will be necessary that you include with your order: the Hoist Serial Number and Model Number that are found on the nameplate attached to the motor end of hoist (Figure 4-1). For your convenience, a space has been provided on the front cover of this Manual for entering this information. We recommend that you fill it out immediately so it is readily at hand when needed.

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

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INDEX		PAGE
SECTION I GENERAL DESCRIPTION		
Paragraph 1-1 General		4
Paragraph 1-2 Basic Construction		4
SECTION II INSTALLATION		
Paragraph 2-1 General		4
Paragraph 2-2 Suspending Hoist		4
Paragraph 2-3 Connecting Hoist to Electrical Service		5
Paragraph 2-4 Pre-Operation Checks		5
SECTION III OPERATION		
Paragraph 3-1 General		6
Paragraph 3-2 Push Button Operation		6
Paragraph 3-3 Operating Precautions		7
SECTION IV LUBRICATION		
Paragraph 4-1 General		8
Paragraph 4-2 Changing Gearcase Oil		8
Paragraph 4-3 Lubrication of Hoist Cable		9
Paragraph 4-4 Lubrication of Geared Limit Switch		9
Paragraph 4-5 Lubrication of Geared Trolley Wheel		9
Paragraph 4-6 Lubrication of Rope Guide		9
Paragraph 4-7 Lubricant Specifications		10
SECTION V INSPECTION AND PREVENTATIVE MAINTENANCE		
Paragraph 5-1 General		11
Paragraph 5-2 Inspection of Lower Block		14
Paragraph 5-3 Inspection of Upper Block		14
Paragraph 5-4 Inspection of Electrical Controls		14
Paragraph 5-5 Inspection of Rope Guide		15
Paragraph 5-6 Rope Inspection, Replacement & Maintenance		15
Paragraph 5-7 Rope Reeving		16
Paragraph 5-8 Inspection of Rope Drum & Shaft		18
Paragraph 5-9 Inspection of Hoist Gearing		18
Paragraph 5-10 Inspection of Motor Brake and Actuating Mechanism		20
Paragraph 5-11 Inspection of Traverse Drive		22
Paragraph 5-12 Inspection of Block Operated Limit Switch		22
Paragraph 5-13 Testing Hoist		23
SECTION VI TROUBLESHOOTING CHART		
SECTION VII ADJUSTMENTS		
Paragraph 7-1 Motor Brake Adjustment		25
Paragraph 7-2 Block Operated Limit Switch Adjustment		25
Paragraph 7-3 Geared Rotary Limit Switch Adjustment		25
Paragraph 7-4 Shortening of Push Button Cable		26
SECTION VIII WIRING DIAGRAMS		
SECTION IX PARTS LIST		
Paragraph 9-1 General		29
Paragraph 9-2 List of Parts Illustrations.		29

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SECTION I – GENERAL DESCRIPTION

1-1.GENERAL. Yale “Global King” electric hoists are wire rope and drum type hoists that are manufactured with an integral trolley. These hoists are all low headroom models with the drum and upper block (or dead-end anchor depending on the reeving type) on opposite sides of the beam suspending the trolley. There are two basic frame sizes each with two standard lifts: the “B” Frame handles capacities up to 5 tonne; and the “C” Frame handles capacities up to 10 tonne. The “B” Frame has an integral trolley with two different flange width ranges available: 4-5/8” through 14” or 14-1/8” through 20” wide with a maximum flange thickness of 1-3/4”. The “C” Frame integral trolley has a flange range of 4 5/8” through 20” with a maximum flange thickness of 2”. The hoist motor is 2-speed with a 6:1 ratio between high and low speeds as standard. The Motor Driven trolley has two available speeds with 1-speed, 2-speed, or Variable Frequency control.

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

1-2.BASIC CONSTRUCTION. Yale “Global King” hoists consist of a rugged steel frame which houses a lifting drum and serves as the suspension for carrying the entire hoist load. An aluminum gearcase, attached to one end of the drum frame, houses a triple-reduction gear train. The first two reductions are helical with the third being spur. Attached to the gearcase is a 2-speed hoisting motor with a 6:1 ratio between the high and low speeds. A 200% torque DC motor brake is attached to the motor. A single NEMA 4/12 control enclosure contains both the hoist and trolley electrical system controls. Hoisting cable and a covered lower block assembly are used for lifting loads. A rotary geared limit switch is used to limit travel both up and down. A secondary block operated limit switch is used to limit the travel of the lower block when raising. A push button control station (purchased separately) for operating the hoist is suspended on a wire strain cable attached to the hoist.

SECTION II – INSTALLATION

⚠️WARNING

Only qualified personnel properly supervised shall mount the hoist and trolley on the monorail and perform final pre-operation inspection.

2-1.GENERAL. Yale “Global King” electric hoists are lubricated and tested before being shipped from the factory. To place a hoist in service, adjust appropriately for the beam flange width (Paragraph 2-2), connect to electrical service (Paragraph 2-3) and perform pre-operation tests and checks (Paragraph 2-4).

⚠️WARNING

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

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

2-2.SUSPENDING HOIST.

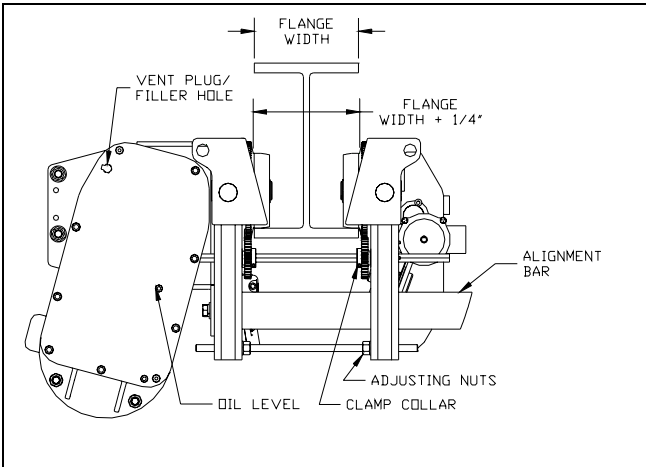


FIGURE 2-1. Trolley Wheel Spacing.

- a) **OPEN-END BEAM:** If the trolley can be installed directly from the end of the supporting beam, adjust the spacing between the trolley wheel flanges to be 3/16"-1/4" greater than the exact width of the beam flange (See Figure 2-1). Before adjusting the width of the trolley frame be sure to loosen the clamp collar nearest the traverse drive on the hex traverse drive shaft. Also, the electrical conduit/cable must not be constrained when attempting to adjust the trolley sides in or out.

⚠️NOTICE

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

The trolley width shall be adjusted by loosening the jam nuts on the traverse drive side of the threaded rods at each end of the hoist. If necessary, lubricate the frame alignment bars with penetrating oil before attempting to adjust trolley width. The trolley side may then be pushed or driven into position by turning the adjusting nuts on the treaded rods. Adjust nuts on each side of the hoist simultaneously to avoid binding. After adjusting the trolley to the proper width, tighten all adjusting nuts and the clamp collar, and re-secure the electrical conduit/cable. Verify that the geared wheels mesh properly with the traverse drive pinions. Using proper equipment, carefully lift the trolley and hoist and install on the end of the beam. Lubricate the wheel gear and pinion (**WG**, Section IV, Paragraph 4-3).

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

2-3.CONNECTING HOIST TO ELECTRICAL SERVICE. Electrical service to the hoist may be power cable or a guarded system having sliding shoe or wheel type collectors.

⚠ WARNING

Be certain that electrical power supply is OFF and locked in the open position before attempting any electrical connections to the hoist. This equipment must be effectively grounded according to the National Electric Code ANSI/NFPA 70, or other applicable codes. If the grounding method used is through the trolley wheels, then each section of track must be grounded by metal-to-metal connection to the building ground. Certain environments may prevent proper grounding by this means. In this case a separate grounding conductor should be provided.

- a) Follow ANSI/NFPA 70, state, and local electrical codes including the grounding provisions thereof when providing electrical service to the hoist.
- b) Make electrical connections using the appropriate wiring diagrams furnished with the hoist. All electrical connections, including connections to collectors or power cord shall be made only by qualified journeyman electricians.

⚠ CAUTION

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

2-4. PRE-OPERATION CHECKS.

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

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

- b) Check Push Button Operation and Phasing.

To properly check the phase of the hoist, follow these steps:

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

⚠ WARNING

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


- (2) Connect hoist to power source.

⚠ WARNING

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


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

- (1) A block operated upper limit stop is furnished as standard equipment on all Yale “Global King” hoists. This limit stop is factory set to stop the lower block at the safest high position, guarding against over travel and possible damage to hoist. No adjustment can be made. However, the hoist should be tested by jogging the lower block against the limit weight to be sure the limit switch is functioning properly. When lower block lifts the limit weight, the hoist will automatically stop. If lower block coasts through the limit switch when lifting a reversing switch will automatically close and reverse direction of motion to lowering.

**WARNING**

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

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

**WARNING**

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

- (2) A geared rotary type upper and lower limit switch is also provided as standard. This switch is adjustable and although roughly preset by the factory, it should be adjusted at time of installation to the desired high and low limits of lower block travel. Refer to SECTION VII, Paragraph 7-3.
- d) Check Lower Block and Hoisting Cable. Depress “DOWN” push button and run lower block to its lowest position. No less than two wraps shall remain on the drum with the loaded hook in its lowest position. Also check to see that the lower block and rope do not twist excessively. If it does twist to the extent that two ropes rub against each other, disengage the swaged rope end from the frame anchor and twist the rope four or five turns in a direction opposite to that which the block turns. Reconnect rope to the frame anchor, holding firmly to eliminate rope twisting back to its original position. Operate hoist up and down a few times. If lower block still rotates excessively repeat process until twisting is corrected.
- e) Lubricate Hoisting Cable. For longer cable life, it is recommended that the cable be lubricated at time of installation by applying a heavy coating of lubricant **CL** (Paragraph 4-7) as outlined in SECTION IV, Paragraph 4-3.
- f) When first using the hoist and trolley, operate with lighter loads through full travel before applying maximum load.

SECTION III – OPERATION

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

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

3-2.PUSH BUTTON OPERATION.

- a) Depress push button marked “UP” to raise load.
- b) Depress push button marked “DOWN” to lower load.
- c) Depress push button marked “RIGHT” to traverse one direction.

- d) Depress push button marked “LEFT” to traverse in the opposite direction.

**CAUTION**

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

- e) On two-speed hoist or trolley motions, partial depression of a button operates hoist or trolley at slow speed; depressing button completely operates hoist or trolley at full speed.

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

**WARNING**


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

- a) **DO** read ASME B30.16 Safety Standard for Overhead Hoists and the Operation, Service and Parts Manual.
- b) **DO** be familiar with hoist operating controls, procedures, and warnings.
- c) **DO** make sure hook travel is in the same direction as shown on the controls. If opposite direction occurs, see Pre-Operation Checks, Section II, Paragraph 2-4.b.
- d) **DO** make sure hoist limit switches function properly.
- e) **DO** maintain firm footing when operating hoist.
- f) **DO** make sure that the load slings or other approved single attachments are properly sized and seated in the hook saddle.
- g) **DO** make sure that the hook latch is closed and not supporting the load.
- h) **DO** make sure that load is free to move and will clear all obstructions.

- i) **DO** take up slack carefully, check load balance, lift a few inches and check load’s holding action before continuing.
- j) **DO** avoid swinging of load or load hook.
- k) **DO** make sure that all persons stay clear of the suspended load.
- l) **DO** warn personnel of an approaching load.
- m) **DO** protect wire rope from weld splatter or other damaging contaminants.
- n) **DO** promptly report any malfunction, unusual performance, or damage of the hoist.
- o) **DO** inspect hoist regularly, replace damaged or worn parts, and keep appropriate records of maintenance.
- p) **DO** use the hoist manufacturer’s recommended parts when repairing a hoist.
- q) **DO** use hook latches.
- r) **DO** apply lubricant to the wire rope as recommended.
- s) **DO NOT** lift more than rated load.
- t) **DO NOT** use the hoist load-limiting device to measure the load.
- u) **DO NOT** use damaged hoist or hoist that is not working properly.
- v) **DO NOT** use the hoist with twisted, kinked, damaged, or worn wire rope.
- w) **DO NOT** lift a load unless wire rope is properly seated in its groove(s).
- x) **DO NOT** use wire rope as a sling or wrap rope around the load.
- y) **DO NOT** lift a load if any binding prevents equal loading on all supporting ropes.
- z) **DO NOT** apply the load to the tip of the hook.
- aa) **DO NOT** operate unless load is centered under hoist.
- bb) **DO NOT** allow your attention to be diverted from operating the hoist.
- cc) **DO NOT** operate the hoist beyond limits of wire rope travel.

- dd) **DO NOT** use limit switches as routine operating stops unless recommended. They are emergency devices only.
- ee) **DO NOT** use hoist to lift, support, or transport people.
- ff) **DO NOT** lift loads over people.
- gg) **DO NOT** leave a suspended load unattended unless specific precautions have been taken.
- hh) **DO NOT** allow sharp contact between two hoists or between hoist and obstructions.
- ii) **DO NOT** allow the rope or hook to be used as a ground for welding.
- jj) **DO NOT** allow the rope or hook to be touched by a live welding electrode.
- kk) **DO NOT** remove or obscure the warnings on the hoist.
- ll) **DO NOT** adjust or repair a hoist unless qualified to perform hoist maintenance.
- mm) **DO NOT** attempt to lengthen the wire rope or repair damaged wire rope.
- nn) Personnel not physically fit or properly qualified, shall **not** operate hoist.
- oo) **DO NOT** operate hoists unless hook moves in the same direction as indicated on the push button. If opposite direction occurs, see pre-operation checks, Section II Paragraph 2-4.b.
- pp) **DO NOT** operate hoist unless limit switch is operating properly.
- qq) **DO** avoid operating hoist when hook is not centered under hoist. Avoid side pulls and swinging of load or load hook when traveling hoist.
- rr) **DO** operate hoist within recommended duty cycle and do not “jog” unnecessarily.
- ss) **DO** conduct regular visual inspections for signs of damage and wear.
- tt) **DO NOT** operate hoist with hooks that have opened up. See Section V, Paragraph 5-2.f.
- uu) **DO** provide supporting structure that has an appropriate design factor based on the load rating and dead weight of the hoist. If in

doubt of the supporting structure’s strength, consult a structural engineer.



WARNING

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

- vv) **DO NOT** use hoist in location that will not allow operator movement to be free of the load.
- ww) **DO**, when starting to lift, move the load a few inches at which time the hoist should be checked for proper load holding action. The operation shall be continued only after the operator is assured that the hoist is operating properly and that the load is supported in the center of the base/bowl/saddle of the hook.
- xx) **DO** Observe recommended inspection and maintenance procedures.
- yy) **DO** Use common sense and best judgment whenever operating a hoist.

SECTION IV – LUBRICATION

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

4-2. CHANGING GEARCASE OIL.

- a) Add 5% solution of Mobilsol A (or equivalent) to the oil and run for a short time. This will clean components and hold particles in suspension for draining.

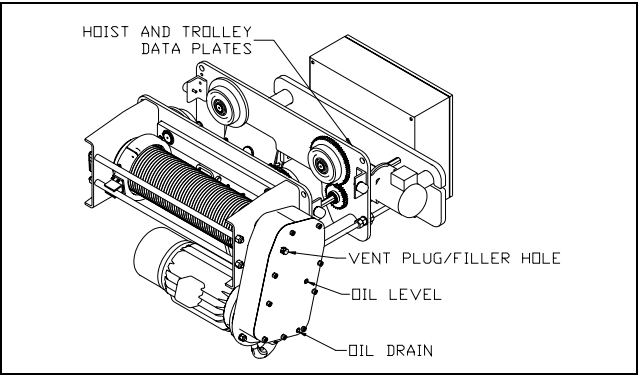


FIGURE 4-1. View of Hoist Showing Location of Name Plates and Oil Plugs.

- b) Remove oil drain plug from bottom of gearcase and drain oil out. Dispose of oil in accordance with local environmental codes.

**WARNING**

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

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

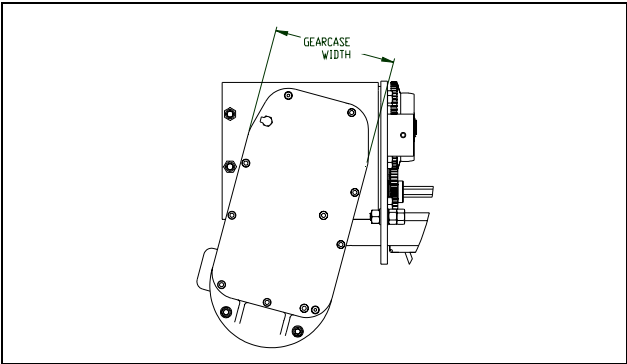


FIGURE 4-2. Gearcase Width Illustration.

- e) Refill through filler hole to proper level (bottom of oil level plug hole) using **GCOH** (Paragraph 4-7). The amount of oil required depends on overall size of gearcase; two sizes are used for “Global King” hoists. To determine size and amount of oil to add, measure width of hoist gearcase (see Figure 4-2). The “B” Frame measures 11-3/4” and requires approximately 6 quarts of oil. The “C” Frame’s width is 14-1/2” and requires approximately 12 quarts of oil.

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

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

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

4-6.LUBRICATION OF ROPE GUIDE

- a) Maintenance. Once properly installed the following actions are required:
- (1) Periodically re-grease with **MPG** (Paragraph 4-7) using the grease fitting provided (Figure 5-3, Item 6).
 - (2) Every 6 months the rope guide should be removed per Section V, Paragraph 5-5, cleaned and inspected. When the rope guide is reassembled, the rope guide should be thoroughly greased with **MPG** (Paragraph 4-7) and the hoist run up and down to lubricate both the drum and the wire rope.

NOTES

4-7. LUBRICANT SPECIFICATIONS.

AMBIENT TEMPERATURE		
-20° to 50°F	50° to 125°F	125° to 250°F
(-29° to +10°C)	(10° to 52°C)	(52° to 121°C)

GCOH	AGMA Lubricant	No. 6	No. 7 EP	No. 7
Gear Case Oil. Hoist Gear Case.	Viscosity @ 100° F	1335 - 1632 SUS	1919 - 2346 SUS	1919 - 2346 SUS
	Viscosity Index	154	95	158
	Pour Point	-40°F	20°F	-37°F
	Mobil® Oil Corp.	Mobil® SHC 632	Mobilgear® 634	Mobil® SHC 634
	Shell® Oil Co.	Omala® RL 320	Omala® 460	Omala® RL 460
	Texaco® Inc.	Pinnacle® 320	Meropa® 460	Pinnacle® 460

SG	NLGI Grease	No. 1
Spline Grease	ASTM D217 Worked Penetration	310 - 340
	Dropping Point	320°F (160°C)
	Base	Lithium
	Mobil® Oil Corp.	-----Mobilux® EP 111-----

WG	Viscosity @ 100° F	25,000 SUS (contains diluent)
Wheel Gear and Pinion Grease	Mobil® Oil Corp.	-----Mobiltac® 375 NC-----
	Texaco® Inc.	-----Crater H®-----

CL	No Specification	
Cable Lubricant. Wire Rope Lubricant	Amoco® Oil Co.	-----Amovis® 5-X-----
	Mobil® Oil Corp.	-----Mobilarma® 798-----
	Sun® Oil Co.	-----Sunoco® Wire Rope Lubricant-----
	Texaco® Inc.	Crater® A Texclad® 2

GO	AGMA Lubricant	No. 1	No. 2
General Oil. General Oiling to Prevent Rusting and Provide Limited Lubrication for Points Not Considered Normal Wear Points.	Viscosity @ 100° F	193 - 235 SUS	284 - 347 SUS
	Viscosity Index	60 Min.	60 Min.
	Pour Point	-20°F (-29°C)	10°F (-12°C)
	Amoco® Oil Co.	Rykon® Oil 46	American Industrial Oil® 68
	Mobil® Oil Corp.	-----Mobil® DTE Oil Heavy-----	
	Shell® Oil Co.	Rotella® 10W	Rotella® 10W-30
	Sun® Oil Co.	Sunvis® 932	Sunvis® 968
	Texaco® Inc.	Rando® Oil 46	Rando® Oil 68

MPG	NLGI Grease	No. 1	No. 2
Multipurpose Grease. Grease Lubricated Wear Points Provided with Fittings and Grid or Gear Type Flexible Couplings.	6ASTM Worked Penetration	310 - 340	265 - 295
	Dropping Point	360°F (182°C)	360°F (182°C)
	Base	Lithium	Lithium
	Amoco Oil® Co.	Amolith® Grease 1 EP	Amolith® Grease No. 2 EP
	Mobil Oil® Corp.	Mobilith® AW 1	Mobilith® AW 2
	Shell® Oil Co.	-----Retinax LC-----	
	Sun® Oil Co.	Prestige® 741 EP	Sunoco® Multipurpose 2 EP
	Texaco® Inc.	Multifak® EP 1	Multifak® EP 2

4-7. LUBRICANT SPECIFICATIONS
CONT'D.

AMBIENT TEMPERATURE		
-20° to 50°F	50° to 100°F	100° to 250°F
(-29° to +10°C)	(10° to 38°C)	(38° to 121°C)

GCOT	AGMA Lubricant	No. 5S	No. 8 Compounded	Refer to Yale Hoist Field Service Department for Gearcase Operating Temperatures above 200°F.
Gear Case Oil.	ISO Viscosity Grade	220	680	
	American Lubricants ®	SHC 90W	AGMA #8 Gear Oil	
Traverse Gear Case.	Mobil ® Oil Corp.	Mobil® SHC 630	Extra Hecla Super	
	Shell ® Oil Co.	Omala® RL 220	Valvata® J 680	
	Fiske Brothers®	SPO-MG	SPO-288	
	Texaco ® Inc.	Pinnacle ® 220	Vanguard ® 680	

SECTION V – INSPECTION AND PREVENTATIVE MAINTENANCE

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

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

The inspection and maintenance services outlined in this section are considered minimum. Recommended in the schedule are minimum inspection and maintenance intervals based on average daily use in a normal environment. Average daily use is based on 1000 total operational hours per year maximum and intermittent operation of the hoist eight hours per day, five days per week with a maximum 50 percent “on” time and the average loading not exceeding 65 percent of rated load. For more details regarding hoist duty cycles, please reference ANSI/ASTM HST-4.

Environmental conditions in which the hoist operates are also important considerations for the user when adjusting hoist inspection and maintenance programs to local conditions. Frequency of inspection and maintenance must be increased if hoist is subjected to severe atmospheric

environmental conditions, such as corrosive vapors, extreme heat or cold, cement or dust and other airborne contaminants. The user should carefully consider all environmental conditions and adjust frequency and degree of maintenance for his local conditions. Consult the factory's Field Service Department for advice regarding unusual environmental conditions.

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

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

Inspection Schedule and Maintenance Report Form.

Shown on page 13 of this manual is a recommended Inspection Schedule and Maintenance Report form that lists various components of the hoist. The form also includes trolley components, runway components, and miscellaneous items. This form is suggested as a guide for written inspection reports. Inspections are recommended each month and should be performed thoroughly enough to inform the hoist user of deficiencies for any item listed. This form does not supersede the Inspection and Maintenance Schedule listed on page 12 of this manual but may be used to record scheduled inspection and maintenance services required.

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

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

!WARNING

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

Written, dated and signed inspection reports for many items are mandatory under OSHA regulations, and many state safety codes. It is strongly recommended that the Inspection Schedule and Maintenance Report, shown herein, be completed by a qualified person designated with the responsibility for hoist operation and safety or an inspector appointed by this person.

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

RECOMMENDED INSPECTION AND MAINTENANCE SCHEDULE	
TIME INTERVAL	INSPECTION OR MAINTENANCE
Daily or start of each shift (visual)	* Check operation of all functional mechanisms including limit switch operation, brakes and control. Check hoist cable for kinks, abrasions, corrosion or broken wires or evidence of improper spooling on drum. Inspect hooks, upper and lower blocks, and all load bearing components for damage.
1 Month	* HOIST CABLE – Inspect per Paragraph 5-6 and lubricate per Paragraph 4-3.
1-3 Months	* ELECTRICAL CONTROLS – Inspect per Paragraph 5-4. Check hoist gearcase oil level – add oil as required per Paragraph 4-2.e.
6 Months	* LOWER BLOCK –Inspect per Paragraph 5-2. * UPPER BLOCK –Inspect per Paragraph 5-3. * ROPE GUIDE-Inspect per Paragraph 5-5. * BLOCK OPERATED LIMIT SWITCH-Inspect per Paragraph 5-12.
6 Months or 500-750 hours “on” time	* Inspect electrical controls per Paragraph 5-4. Change hoist gearcase oil – Fill with oil per Paragraph 4-2.e. Lubricate hoist cable per Paragraph 4-3. Lubricate upper and lower hook block. Lubricate limit stop lever per Paragraph 4-4. Add a light film of MPG grease (Paragraph 4-7) to the bevel gear in the screw type limit switch.
Annually	* Motor brake and actuating mechanisms. Inspect and adjust per Paragraph 5-10. Inspect hooks with crack detecting procedures per Paragraph 5-2. Drain and refill hoist gearcase per Paragraph 4-2.
5 years elapsed time or 5000 hours “on” time	* Complete inspection, disassembly, and maintenance required. It is recommended that your Yale repair Station be contacted for this service.

INSPECTION SCHEDULE AND MAINTENANCE REPORT

HOIST SERIAL NO. (Manufacturer's) _____

RATED LOAD _____

TYPE _____

VOLTAGE _____

CUSTOMER CRANE IDENTITY NO. _____

LOCATION IN PLANT _____

THIS INSPECTION IS:

MONTHLY ☐

ANNUAL ☐

SEMI-ANNUAL ☐

INSPECTED BY: _____ DATE: _____

COMPONENT, UNIT OR PART and location		*Recom- mended Inspection Interval			CONDITION (Check column best indicating condition when part or unit is inspected. Use note column to the right if condition is not listed below.)							CORRECTIVE ACTION NOTES	
LOCATION	COMPONENT, UNIT OR PART	MONTHLY	SEMI-ANNUAL	ANNUAL	GOOD	ADJUSTMENT REQUIRED	REPAIR REQUIRED (Loose Parts or Wires)	REPLACEMENT REQUIRED (Worn or Damaged)	LUBRICATION REQUIRED (Low Oil or Grease, Rust or Corrosion)	CLEANING OR PAINTING REQUIRED			DATE
HOIST	Motor	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Motor Brake	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Couplings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Gears, Shafts, & Bearings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Upper Block	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Lower Block	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Hook & Throat Opening	<input checked="" type="radio"/>	<input type="radio"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		Record Hook Throat Opening:	
	Hoist Rope	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Rope Drum	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Rope Guide	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Guards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Limit Switches	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
CONTROL STATION OR PUSHBUTTON	Pushbutton	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
TROLLEY	Wiring	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Motor	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Brake (when so equipped)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Couplings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Gears, Shafts, & Bearings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Frame	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Wheels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Bumpers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Guards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Conductors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Collectors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
RESISTORS	Hoist	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Trolley	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
RUNWAYS	Monorail Joints	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Monorail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Main Conductors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Main Collectors	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
MISC.	General Condition	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Load Attachment Chains	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Rope Slings & Connections	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Change Gearcase Lubricant	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
	Grounding Faults	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
<div> <div> * See text for DAILY & WEEKLY REQUIREMENTS.</div> <div><input type="radio"/></div> <div>INSPECTION INTERVAL.</div> </div> <div> <div><input checked="" type="radio"/></div> <div>SIGNED & DATED REPORT - OSHA.</div> </div> <div> <div>X</div> <div>MAGNETIC PARTICLE OR EQUIVALENT EXAMINATION REQUIRED.</div> </div>													

WARNING

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

5-2.INSPECTION OF LOWER BLOCK.

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

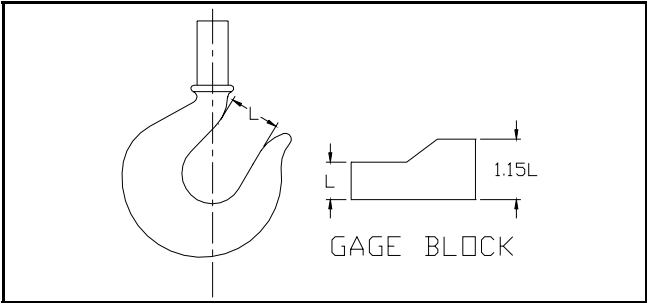


FIGURE 5-2 Gage Block.

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

5-3.INSPECTION OF UPPER BLOCK.

- a) Check upper block sheaves (when hoist is so equipped) for wear, damage and freedom of rotation.

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

5-4.INSPECTION OF ELECTRICAL CONTROLS.

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

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

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

WARNING

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

- a) Open hinged control panel enclosure cover mounted to the counterweight and inspect wiring and terminals. Terminals should be

securely crimped to wires and insulation sound. Terminal screws should be tight.

- b) Check condition of contactor assembly, transformer, and upper limit switches.

⚠ WARNING

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

5-5. INSPECTION OF ROPE GUIDE.

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

⚠ WARNING

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

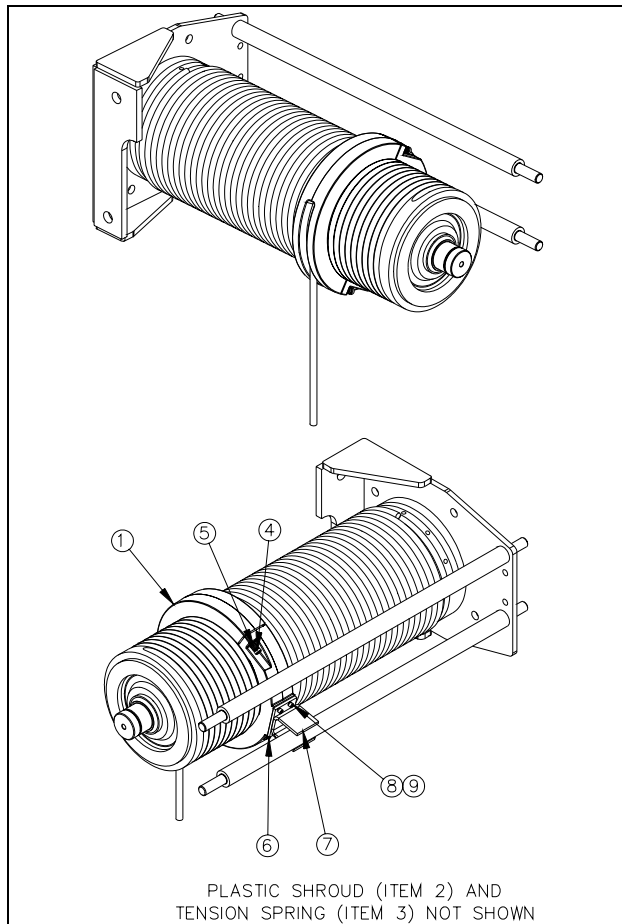


Figure 5-3. Rope Guide Assembly.

- b) Disassembly. Refer to Figure 5-3. For further assistance in locating components refer to the parts list in Section IX.

- (1) Remove socket head cap screws and lock washers (Items 8 and 9). Take off mounting clip (Item 7).
- (2) Remove shoulder bolts (Item 4) and compression springs (Item 5). The two halves of the rope guide body (Item 1) can now be pulled off the drum separately. When reassembling be sure that the half with the rope slot is on the top half of the drum.

⚠ WARNING

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

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

⚠ WARNING

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

- (4) Remove the split plastic shroud (Item 2) from the drum. When reassembling the rope guide be sure the plastic shroud (Item 2) fits snugly in the rope guide body groove.
- (5) Thoroughly clean and inspect all components.
- (6) Follow steps in reverse to reassemble. Be sure to re-grease the rope guide with **MPG** (Paragraph 4-7) after assembling.

5-6. ROPE INSPECTION, MAINTENANCE AND REPLACEMENT.

⚠ WARNING

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

- a) Inspection. Wire rope on your hoist is one of the most important components requiring frequent inspection and maintenance. All

wire ropes will eventually deteriorate to a point where they are not safe and will require replacement. Wire rope should be thoroughly inspected at regular monthly intervals by an authorized person and a determination made when further use of the rope would constitute a safety hazard. Each inspection should include a written dated and signed report of rope condition. Reports should be filed and reviewed each month and any rope deterioration carefully noted. Inspections revealing but not limited to the following conditions should cause inspector to question remaining strength of rope and consider replacement:

- (1) Twelve randomly distributed broken wires in one rope lay or four broken wires in one strand. (See Figure 5-4.)

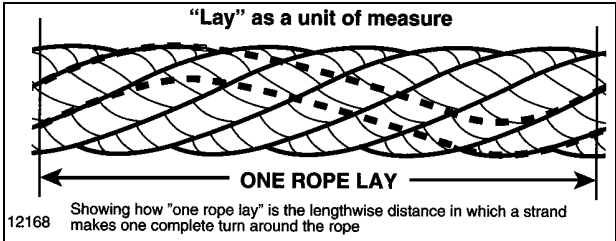


Figure 5-4. Description of One Rope Lay.

- (2) Wear of one-third of the original diameter of outside individual wires.
- (3) Kinking, crushing, or birdcaging.
- (4) Heat damage from any cause.
- (5) Reductions from nominal diameter of more than 1/32" for 7/16" diameter rope or 3/64" for 9/16" rope. See Figure 5-5 for proper measurement techniques.

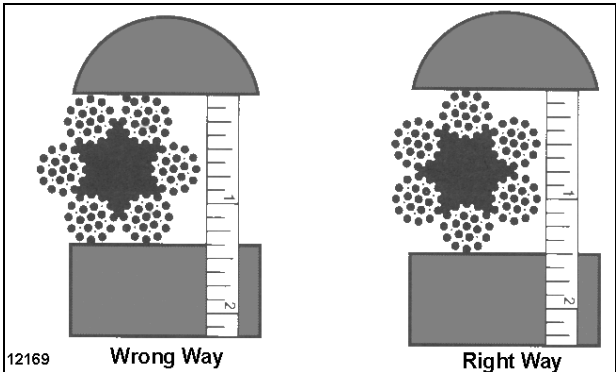


Figure 5-5. Correct Method of Measuring Rope.

- (6) Rope corrosion, internal or external.
- (7) Effects from improper lubrication.

- (8) Rope being idle for one month or more due to shutdown or inactivity.

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

Please refer to the Wire Rope Users Manual –for illustrations and definitions when following the above guidelines for rope inspection. This manual may be obtained from:

WRTB Fulfillment
609 North Second Street
St. Joseph, MO 64502

Or by calling: 1-888-BUY-WRTB (289-9782).

- b) Maintenance. Keep rope well lubricated to help reduce internal friction and prevent corrosion. Lubricant, as described in Paragraph 4-3, should be applied as a part of the regular maintenance program. Special attention is required to lubricate sections of rope over equalizing sheaves and other hidden areas.

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



WARNING

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


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

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

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

5-7. ROPE REEVING.

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


CAUTION

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

- b) Before removing the old rope, refer to reeving diagram, Figure 5-6. To assist with re-reeving your hoist, refer to the reeving diagram and corresponding paragraph that describes the reeving procedure.
- c) Removing old rope. Please, refer to the Section IX Parts lists to assist in locating components referred to in the following paragraphs.
- (1) Lower the lower block to a scaffold 6 to 7 feet below hoist to relieve tension on wire rope. (Lower block may be lowered to the floor if desired; however, to handle less weight and for ease of reeving, adequate scaffold below the hoist is recommended.)

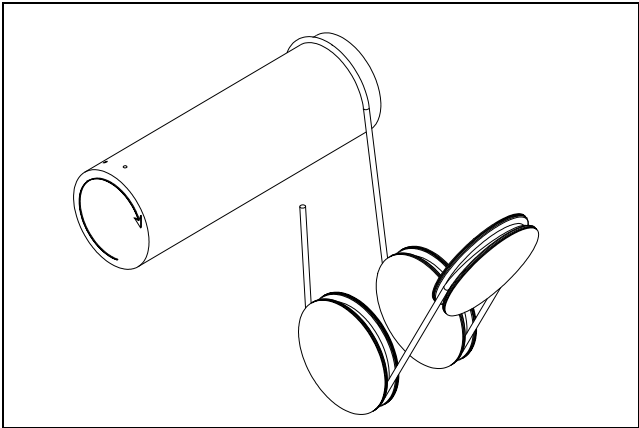


FIGURE 5-6. Reeving Diagram – 4 Part Single-Reeved. (Note: Arrow on Drum Indicates Direction of Drum when Lowering.)


CAUTION

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

- (2) Remove block operated limit switch weight from rope.
- (3) Remove retaining rings from lower block sheave pin.

- (4) Remove outer lower block sheave covers.
- (5) Remove lower block sheaves and wire rope.
- (6) Remove two (2) rope retention bolts and nuts from upper block yoke.
- (7) Remove two (2) bolts and key plate to allow removal of upper block sheave pin.
- (8) Securely grasp the upper block sheave before carefully sliding the sheave pin out. Note that two spacers will also be released as the pin is removed.
- (9) Remove wire rope from sheave.
- (10) Remove retaining rings or cotter pins from dead end anchor pin. Securely grasp the swaged wire rope and, in some cases, spacers before removing the pin.
- (11) Remove Rope Guide.
- (12) Make certain all personnel are clear of hoist and operate hoist “DOWN” to completely unwind all wire rope from drum. Stop hoist so all (3) rope clamps are accessible. Remove rope clamps and wire rope from drum.


WARNING

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

- d) Installing new rope.
- (1) Thread rope to drum from trolley frame side then secure with rope clamps as follows:

(a) Make sure that the rope clamp groove size utilized as marked directly above the groove matches the rope size for your hoist (7/16” on the “B” Frame and 9/16” on the “C” Frame).

(b) With the rope lying in the bottom of the drum groove, begin tightening the rope clamp at the tail end of the rope. Torque to 50 ft-lbs.

(c) With tension on the rope keeping it properly seated in the drum groove,

torque the remaining two (2) rope clamps in sequence to 50 ft-lbs.

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

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

- (3) Re-install rope guide over rope in rope drum grooves as shown in Figure 5-3. and outlined in Section V, Paragraph 5-6. Continue lubricating as rope is spooled onto the drum until about 28’-0” remain unwound.

- (7) With outer lower block covers removed, thread the wire rope through the sheaves of the upper and lower block as shown in Figure 5-6.

- (8) Attach swaged rope end to the dead end anchor pin fastening cotter pins or retaining rings as required.

- (9) Replace the lower block sheave covers.

- (10) Lubricate cable per Paragraph 4-3. See Figure 9-5 (“B” Frame components) for lower block parts with 7/16” diameter wire rope.

See Figure 9-5 (“C” Frame components) for lower block parts with 9/16” diameter wire rope.

c) Checking for and removal of rope twisting.

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

- (a) Observe direction block tends to rotate.

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

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

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

5-8.INSPECTION OF ROPE DRUM AND SHAFT.

- a) To remove the rope drum, remove the rope guide and hoisting cable, as outlined in Section V, Paragraphs 5-5 and 5-7.c. respectively.

⚠WARNING

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

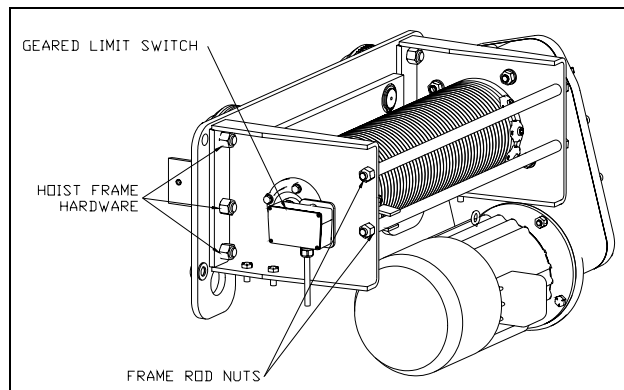


Figure 5-7. Drum Frame & Geared Limit Switch.

- b) Remove the Geared Limit Switch or disconnect the wires so that the electrical cable will not inhibit removal of the drum. (See Figure 5-7).

- c) Remove the unit from service, place it on the ground, and provide adequate means to support the drum before removing the frame rod nuts at the outboard drum frame end (Figure 5-7). The hardware attaching the drum frame to the hoist and trolley frame may then be removed.

- d) Keeping the drum level, remove the drum from the splined output shaft at the gear case end.

5-9.INSPECTION OF HOIST GEARING.

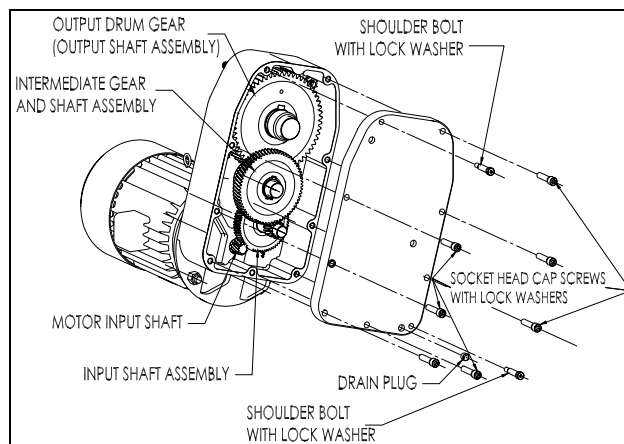


Figure 5-8. Hoist Gear Case Assembly.

- a) General. The hoist gear case is a triple reduction splash lubricated vertically split cast aluminum case and cover. The first two high-speed reductions are helical and the third low speed output reduction is

spur. The gear shafts are supported with ball bearings housed in the back of the case and in the cover. The input helical pinion is cut directly into the motor shaft. An oil seal housed in the gear case at the motor input seals the motor shaft as it passes into the gear case. Since the entire motor shaft is submerged in oil, anytime the motor is removed, the oil must be drained from the gear case. All pinions are integral with their shafts while the gears are keyed and pressed onto their shafts. The output shaft passes through an oil seal in the back of the gear case and drives the drum by means of a crowned spline. One end of the rope drum is supported on this output shaft.

b) Inspection and Disassembly.

Gearcase. (See Figure 5-8.)

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

⚠ WARNING

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

- (3) Drain the oil from the gear case per Section IV, Paragraph 4-2.
- (4) Provide adequate means to support the gear case cover. Once the cover is supported, remove the two (2) shoulder bolts, seven (7) socket head cap screws, and nine (9) lock washers holding the cover to the gear case. Carefully draw the cover directly away from the gear case, as damage to this surface will prevent the gasket from sealing properly. As the cover is removed, ensure that all gear and shaft assemblies remain in the case.

⚠ WARNING

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

- (5) If it is necessary to remove the output shaft assembly from the gear case, the rope drum must first be removed from the hoist. See Section V, Paragraph 5-7.

⚠ WARNING

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

Only once the output shaft is free of the rope drum, can the output shaft assembly be safely removed from the gear case. Provide an adequate means to support this shaft and gear assembly before removing, as it weighs approximately 80 lbs. ("C" Frame Hoist).

- (6) The pinion shaft and gear assemblies may be removed as necessary.
- (7) Inspect all gears, pinions, bearings, and the output shaft spline for wear, pitting, or mechanical damage. Replace as necessary. See Section IX, Figure 9-2 for replacement parts. It is recommended that gears and pinions only be replaced as sets. Thoroughly clean the output shaft external spline teeth before reassembly.
- (8) Assembly is opposite of removal. Use a new gasket. Do not attempt to assemble the cover to the gear case without a gasket, as the spacing between bearings will be reduced. Severe damage to the hoist will occur if no gasket or the wrong gasket is used. Refill gear case with new lubricant per Section IV, Paragraph 4-2 before use. Using **SG** (Paragraph 4-7), grease the spline teeth on the output shaft before reinstalling rope drum.
- (9) Test hoist per Section V, Paragraph 5-13 to ensure proper lubrication.

Hoist Motor.

- (1) Lower hook block to the floor and relieve all load from ropes.
- (2) Make sure power to hoist is off and locked out.
- (3) Drain the oil from the gear case per Section IV, Paragraph 4-2.

- (4) Disconnect the wiring and conduit from the motor junction box.
- (5) Provide a means to support the hoist motor. The hoist motor weighs approximately 250 lbs. And must be held level while removing and installing.
- (6) Once the motor is properly supported, remove the hardware fastening it to the gear case. Carefully withdraw the motor horizontally straight out from the gear case. Do not tip or move the motor from side to side.
- (7) Replace the motor shaft seal using an appropriate seal driver. It is recommended that a new seal be installed each time the motor is removed from the case.

IMPORTANT!

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

! NOTICE

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

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

- (12) Test hoist to ensure proper operation per Section V, Paragraph 5-13.

5-10. INSPECTION OF MOTOR BRAKE AND ACTUATING MECHANISM.

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

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

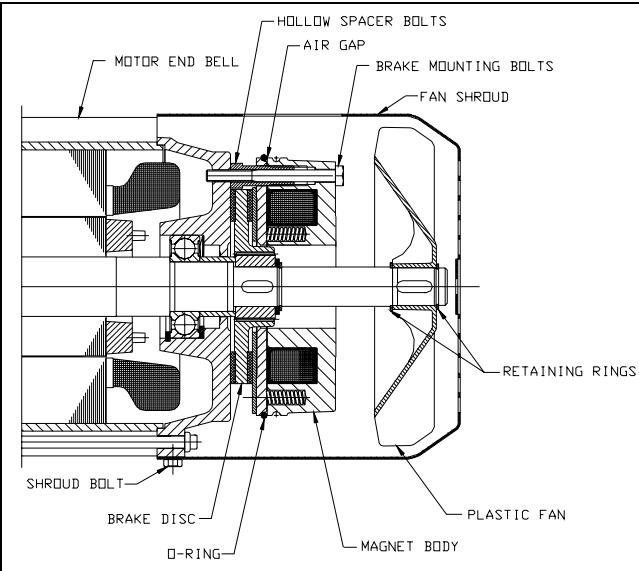


Figure 5-9. Motor Brake.

- b) Friction Disk Inspection and Air Gap Adjustment.
 - (1) Lower hook block to the floor and relieve all load from ropes.

- (2) Make sure power to the hoist is off and locked out.
- (3) Remove the four (4) bolts attaching the fan shroud to the motor and remove the fan shroud. See Figure 5-9.
- (4) Carefully roll the large O-ring from the groove over the air gap back toward the magnet body. Do not excessively stretch this O-ring.
- (5) Measure the air gap using feeler gages. If the air gap exceeds the maximum value shown in Table 5-1, the air gap must be reset.
- (6) To measure the thickness of the friction disk, it is necessary to remove the brake body from the motor end bell. Remove the three (3) brake mounting bolts and draw the brake body away from the friction disk. Carefully set the brake body down on the motor shaft directly in front of the fan. Draw the friction disk away from the end bell and measure the thickness over the friction surfaces. If the friction disk thickness is less than the minimum shown in Table 1, it must be replaced. See Section IX, Figure 9-10. If the friction disk thickness is within the allowable, reassemble the brake body to the motor end bell and torque the mounting bolts to the value shown in Table 5-1. Whenever the friction disk is replaced, it is necessary to reset the air gap.

Hoist	"B" Frame	"C" Frame
Mounting Bolt Torque	18 ft-lbs.	18 ft-lbs.
Nominal Air Gap	0.016 in.	0.016 in.
Maximum Air Gap	0.031 in.	0.035 in.
Minimum Brake Disk Thickness	0.453 in.	0.472 in.

Table 5-1. Motor Brake Data.

- (7) To reset the air gap, begin by releasing the (3) mounting bolts 1/2 turn. Turn the hollow spacer bolts into the magnet body approximately 1/4 turn. Retighten all three mounting screws. Measure the air gap at a minimum of three places around the circumference. Threading the hollow spacer bolts into the magnet body will decrease the air gap while backing these spacer bolts out of the magnet body will increase the air gap. Repeat this step as necessary until the required air gap is

achieved. The air gap must be the same all the way around the brake. Once the air gap is correct, torque the mounting bolts to the value shown in Table 5-1.

- (8) Replace the large O-ring over the air gap and reassemble the fan shroud to the motor.
- (9) Test hoist per Section V, Paragraph 5-13 to ensure proper brake operation.

c) Brake Disassembly.

- (1) Lower hook block to the floor and relieve all load from ropes.
- (2) Make sure power to the hoist is off and locked out.
- (3) Remove the four (4) bolts attaching the fan shroud to the motor and remove the fan shroud. See Figure 5-9.
- (4) Remove the snap ring behind the plastic fan. Carefully remove the fan from the motor shaft. Remove the snap ring in front of where the fan was mounted.
- (5) Disconnect the two wires from the terminal block on the magnetic body.
- (6) Remove the three mounting bolts that attach the brake body to the motor end bell and remove the brake body from the motor. Remove the friction disk from the motor shaft.
- (7) Clean and inspect all components and working surfaces. Replace all damaged or worn components as necessary. Measure friction disk thickness and replace if less than the minimum thickness shown in Table 5-1.

d) Brake Re-assembly.

- (1) Install the friction disk on the splined hub. The friction disk must slide on the splined hub and seat against the end bell of the motor.
- (2) Install the brake body to the motor end bell using the three (3) mounting bolts. The air gap must be reset as described in Section V, Paragraph 5-10.b. Torque the mounting bolts to the values shown in Table 5-1. Install the large O-ring in the groove over the air gap. Ensure this O-ring is not pinched in the air gap.

- (3) Connect the brake leads to the terminal block on the brake body.
- (4) Install the forward fan mounting retaining ring and install the fan. Install the rear retaining ring. Install the fan shroud and bolts.
- (5) Test hoist per Section V, Paragraph 5-13.

5-11. INSPECTION OF HOIST TRAVERSE DRIVE.

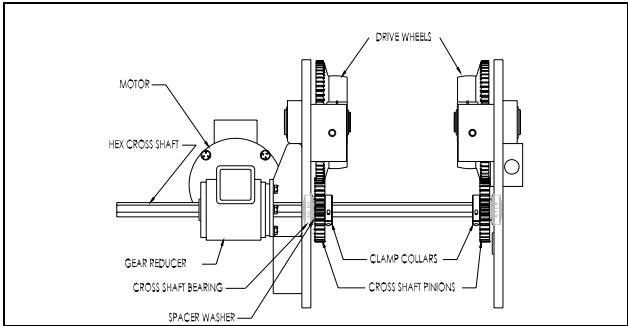


Figure 5-10. Traverse Drive Arrangement.

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

missing items. Wheels must always be changed in opposing pairs and drive wheels should be changed when the drive pinions are replaced.

⚠ CAUTION

Ensure that the cross shaft is properly positioned and locked into place by means of the clamp collars. Failure to do so may allow the drive shaft to contact the rope on the rope drum (B frame) or the hoist gearcase (C frame hoist).

- d) Examine the drive pinions, cross shaft, and cross shaft bearings. Check pinions for gear tooth wear and proper alignment with wheel gear. A spacer washer between the cross shaft bearings and the pinion aligns the gear mesh. Clamp collars hold the pinions and spacer washers tight against the bearings. Verify that the clamp collars are tight on the cross shaft. If it is necessary to adjust or reset the clamp collars, verify that the hex shaft surface is free of mechanical damage and oil before tightening the clamp collars. Drive pinions must be replaced as sets and should be replaced along with the drive wheels. The cross shaft bearings are sealed for life and should be replaced at any sign of mechanical wear or lubricant leakage.
- e) Inspect the traverse gearbox and motor. Look for signs of rough operation, mechanical damage or lubricant leaks. Inspect the hollow bore and hexagonal drive shaft for wear. Verify that the four bolts that hold the gearbox to the trolley frame and the four bolts that hold traverse motor to the gearbox are all present and tight. Replace and tighten as necessary. The factory recommends complete replacement of the traverse gearbox. However, gearbox service may be available from you local authorized Yale repair center.

5-12. TESTING BLOCK OPERATED LIMIT SWITCH.

- a) General. The block operated limit switch is a secondary upper limit switch actuated when the lower block contacts the limit switch weight. The rotary geared limit switch (screw type limit switch) is the primary upper limit switch and must be temporarily disconnected to allow the block operated limit switch to be tested.

- b) Procedure. Remove load from the hook. To disconnect the geared limit switch refer to Figure 7-2. Remove the limit switch cover then loosen the two (2) screws holding the locking plate in place. Allow the locking plate to slide down and disengage from the adjustment discs. Do not rotate the adjustment discs.

⚠ CAUTION

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

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

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

Once it has been determined that the block operated limit switch is functioning properly, the geared limit switch must be reconnected and tested.

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

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

⚠ WARNING

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

5-13. TESTING HOIST.

- a) General. Testing shall be performed in accordance with ANSI B30.16-2 and this manual. Before placing hoist in service, hoist should be tested to insure safe operation when hoist has been disassembled and reassembled. To test, suspend hoist from an overhead supporting member of sufficient strength to support the weight of the hoist and the rated load. Connect hoist to power supply as shown on hoist nameplate and perform the checks listed in b) and c) below.
- b) Check hoist as outlined in PRE-OPERATION CHECKS, SECTION II, Paragraph 2-4.
- c) Check hoist with rated load.
 - (1) Attach rated load to lower hook.
 - (2) Depress "UP" push button and raise load. When push button is released, hoist should stop immediately and hold load at that level.
 - (3) Depress "DOWN" push button, lower load a short distance and release button. Hoist should stop immediately and hold load at that level.

NOTE:

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

SECTION VI – TROUBLE SHOOTING

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

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

⚠WARNING

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

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

SECTION VI – TROUBLE SHOOTING		
TROUBLE	PROBABLE CAUSE	REMEDY
6-1 Hoist Will Not Operate.	a.No power to hoist.	a.Check switches, circuit breakers or fuses and connections in power supply lines. Check power collectors.
	b.Wrong Voltage.	b. Check voltage required on motor data plate against power supply.
	c.Loose or broken wire connections in hoist electrical system.	c. Shut off and lock out power supply; remove electrical cover on hoist and check wiring connections. Also check connections in push button station and limit switches.
	d.Contactor assembly not functioning.	d. See that necessary jumper wires are properly installed. Verify that the contactor armatures are free to move. If binding occurs, replace contactor. Check for burned out contactor coils.
	e.No control voltage.	e. Check transformer fuse. If blown, check for grounding and/or shorts in the push button station. Check the transformer coil for signs of overheating. Replace transformer if burned out. Verify the transformer secondary is the same voltage as the coils to which it is connected.
	f. Motor burned out.	f. Replace motor. Check input power supply. Check hoist motor connections.
6-2 Hook Moves in Wrong Direction.	a.Reverse phasing on three-phase hoists.	a. Interchange any two power supply line leads. Refer to Section II, Paragraph 4.b.
	b.Hoist wired incorrectly.	b. Check wiring connections with appropriate wiring diagram.
6-3 Hook Will Raise But Not Lower.	a.Lower electrical circuit open.	a. Check for loose connections. See that necessary jumper wires are properly installed on contactor.
	b.Contactor assembly not functioning	b. See that necessary jumper wires are properly installed. Verify that the contactor armatures are free to move. If binding occurs, replace contactor. Check for burned out contactor coils.
	c. Down, push button is inoperative.	c. Check push button contacts and wires.

SECTION VI – TROUBLE SHOOTING		
TROUBLE	PROBABLE CAUSE	REMEDY
6-4 Hook Will Lower, But Not Raise.	a.Excessive load. b.Hoist electrical circuit open. c.Contactor assembly not functioning. d.Up, down button inoperative.	a.Reduce loading to rated load of hoist as shown on nameplate. b.Check for loose connections. See that necessary jumper wires are properly installed on contactor. c.See that necessary jumper wires are properly installed. Verify that the contactor armatures are free to move. If binding occurs, replace contactor. Check for burned out contactor coils. d.Check push button contacts and wires.
6-5 Hoist Will Not Lift Rated Load.	a.Low voltage.	a.See that the power supply current is the same voltage listed on motor data plate. Check hoist motor connections. Check size of power supply lines.
6-6 Hoist Motor Overheats.	a.Excessive load. b.Excessive duty-cycle. c.Wrong voltage or frequency. d.Defective motor or worn bearings in hoist frame. e.Brake not adjusted correctly.	a.Reduce loading to rated load as shown on nameplate. b.Reduce frequency of lifts or amount of jogging. c.Check current rating on motor data plate against power supply. Check hoist and inspect for defective, worn or damaged parts. d.Disassemble hoist and inspect for defective, worn or damaged parts. e.Adjust brake per Section VII, Paragraph 7-1.
6-7 Load Drifts Excessively When Hoist is Stopped.	a.Excessive Load. b.Motor brake not holding.	a.Reduce loading to rated load as shown on nameplate. b. With No Load, check hoist for drift. If drifting is excessive, inspect motor brake (Section V, Paragraph 5-10) and adjust as outlined in Section VII, Paragraph 7-1.
6-8 Hoist Operates Intermittently.	a.Collectors make poor contact. b.Loose connections.	a.Check collectors for free movement of spring arm, weak spring or electrical connections. b.Check all wiring for loose connections.

SECTION VII – ADJUSTMENTS

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

WARNING

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

Refer to Figure 5-9 and proceed as outlined in Section V, Paragraph 5-10.

7-2.BLOCK OPERATED LIMIT SWITCH. The block operated limit stop, furnished as standard equipment, is non-adjustable and designed to stop the lower block at the safest high point of travel to eliminate any possibility of double-blocking. When the safest high point is reached, the limit switch automatically stops hook travel.

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

This limit switch has a rotary screw driven by a gear reduction that is coupled to the end of the drum shaft. Adjustment discs operate the contacts of separate switches, one for the hoisting circuit and one for the lowering circuit. The switch assembly must be wired in accordance with the appropriate wiring diagram, which is shipped with the hoist. Instructions for adjusting limit switch are inside cover and are repeated below (see Figure 7-2).

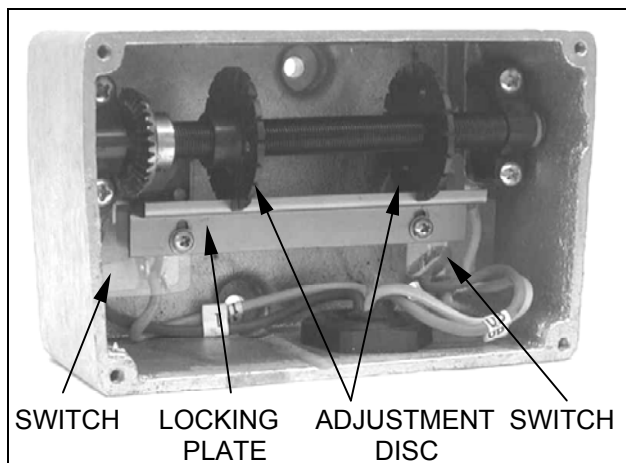


Figure 7-2. Screw-Type Limit Switch Adjustment (Wires Not Shown For Clarity.)

⚠ WARNING

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

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

⚠ WARNING

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

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

7-4.SHORTENING OF PUSHBUTTON CABLE.

⚠ WARNING

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

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

SECTION VIII – WIRING DIAGRAMS

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

Figure 8-1. Elementary Wiring Diagram for a Two-Speed Hoist and Two-Speed Trolley with TAS, Hoist Block Operated Limit Switch, Geared Upper & Lower Limit Switches, and Optional Fuses.

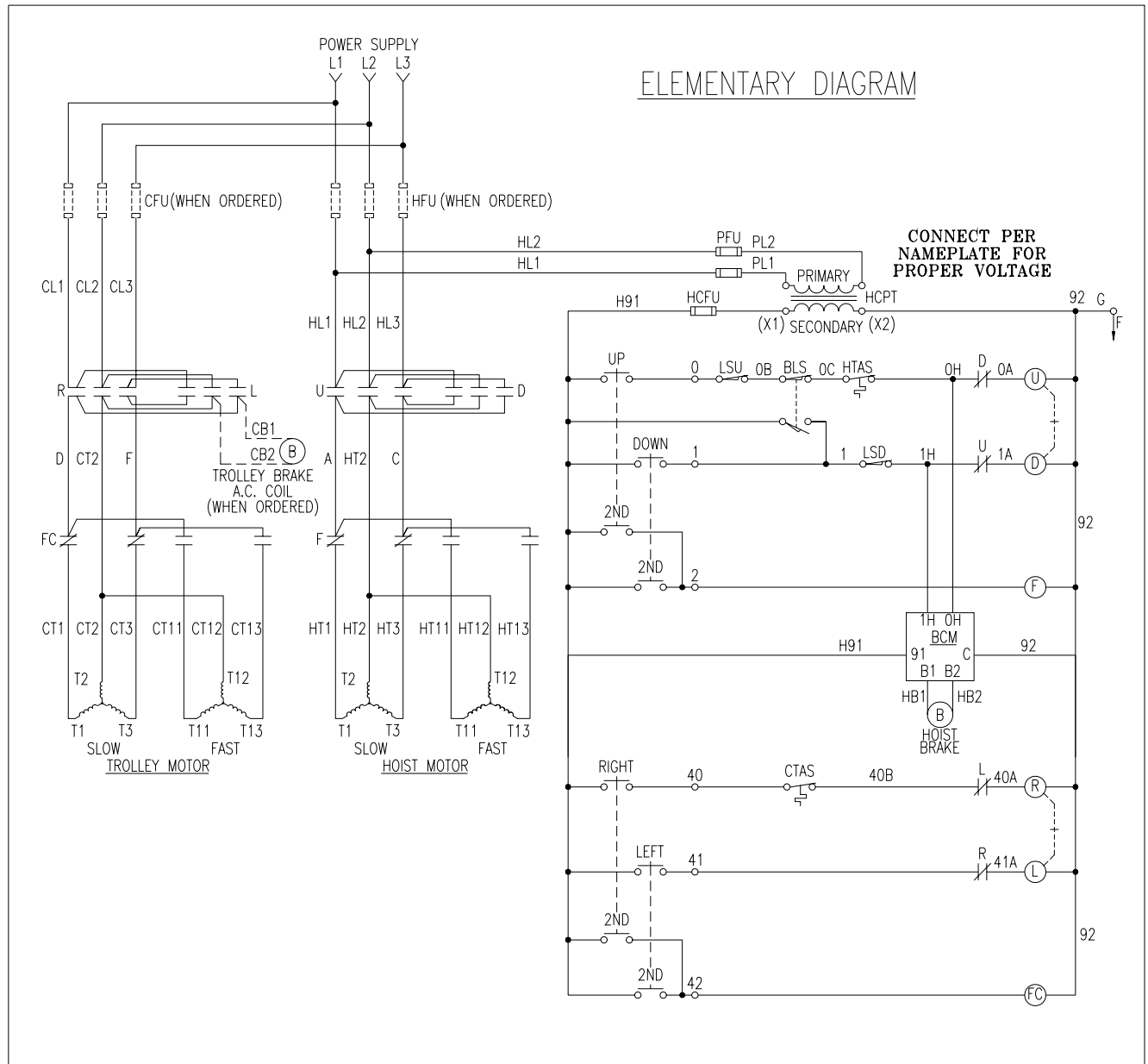
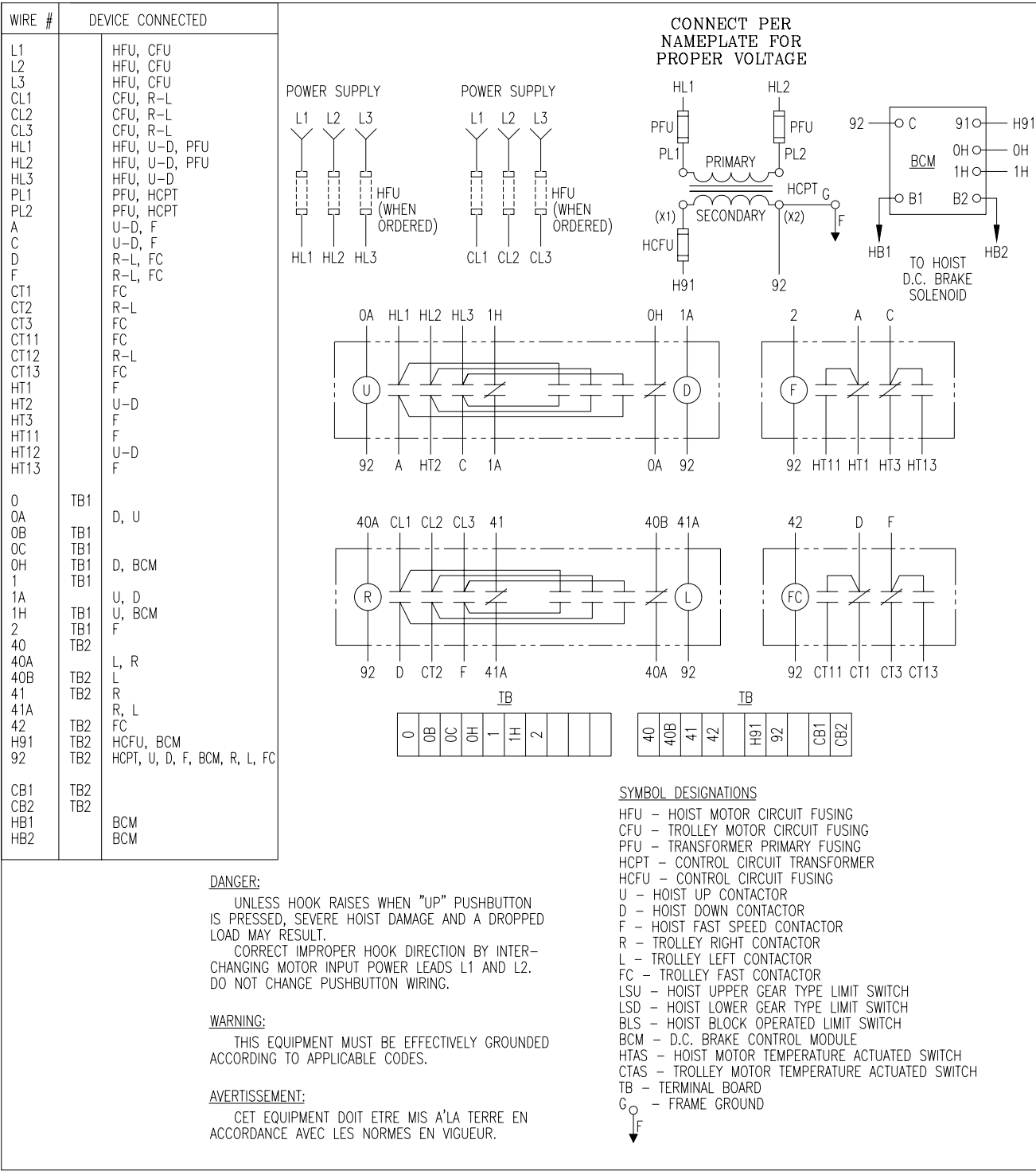


Figure 8-2. Component Diagram for a Two-Speed Hoist and Two-Speed Trolley with TAS, Hoist Block Operated Limit Switch, Geared Upper & Lower Limit Switches, and Optional Fuses.



SECTION IX – PARTS LIST


9-1.GENERAL. The parts lists and illustrations in this section of the manual cover parts for models of Yale “Global King” Electric hoists. A typical hoist is shown as the basis for the exploded parts illustrations; therefore, certain variations may occur from the information given. For this reason, always give the Hoist Serial Number, Catalog Number, Motor Horsepower, Voltage, Phase, Frequency and Capacity of Hoist when ordering parts.

Yale “Global King” Hoists are built in two basic frame sizes, “B” Frame and “C” Frame. To determine the size of your hoist, measure the width of the gearcase (see Figure 4-2.) The “B” Frame’s gearcase has a width of 11 3/4” and the “C” Frame has a gearcase width of 14 1/2”.

Certain parts of your hoist will, in time, require replacement under normal wear conditions. It is suggested that these parts be purchased for your hoist as spares for future use. These parts are indicated by a (†) symbol at the side of the parts reference numbers.

The numbers assigned to parts of our various assemblies in our parts list are not the part numbers used in manufacturing the part. They are identification numbers, that when given with the model number, permit us to identify, select or manufacture, and ship the correct part needed.

WHEN ORDERING PARTS OR INFORMATION ON THIS EQUIPMENT, ALWAYS INCLUDE MODEL AND SERIAL NUMBER ON ORDER.


WARNING

Using “Commercial” or other manufacturer’s parts to repair Global King Hoists may cause load loss.

TO AVOID INJURY:
Use only Yale Hoist supplied parts. Parts may look alike but Yale Hoist parts are made of specific materials or processed to achieve specific properties

LIST OF PART ILLUSTRATIONS		
TITLE	FIGURE No.	PAGE No.
Hoist Drum, Drum Frame, Gearcase, Motor, Rope Guide, and Limit Switch	9-1	30
Hoist Gearing	9-2	32
Motor Driven Trolley Frame and Drive	9-3	34
Lower Block Assembly	9-4	36
Upper Block Assembly	9-5	38
“B” Frame Rope and Dead End Assembly	9-6	39
“C” Frame Rope and Dead End Assembly	9-7	40
Block Operated Limit Switch Assembly	9-8	40
Rope Guide Assembly	9-9	42
Hoist Motor Brake	9-10	43, 44
“B” Trolley Drive Gear Reducer	9-11	45
“C” Trolley Drive Gear Reducer	9-12	46

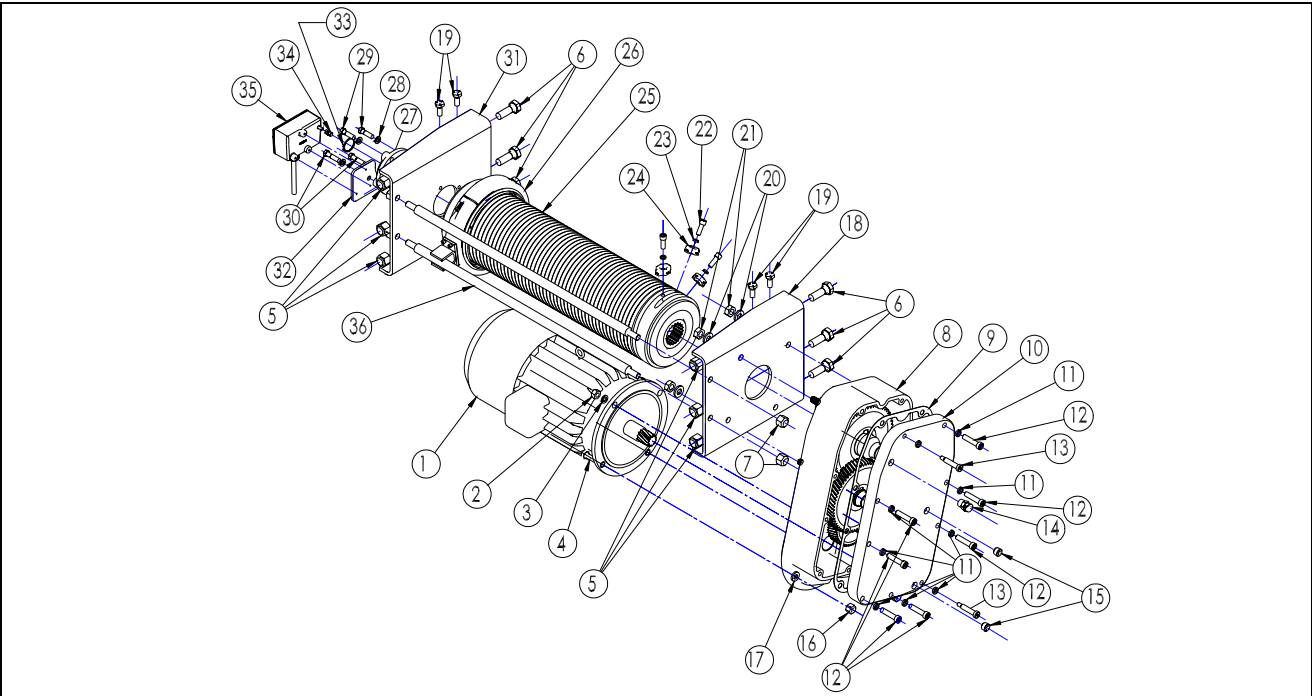


FIGURE 9-1. Hoist Drum, Drum Frame, Gearcase, Motor, Rope Guide, and Screw Type Limit Switch.

“B” Frame: Hoist Components for Figure 9-1.			
Ref. No.	Part Number	Description	Qty. Req'd.
1	-	7 ½ HP Hoist Motor (2-Speed with Brake and Fan) Note: See Figure 9-10 for Parts.	1
	GHB-101A	230 volt, 3-phase, 60 Hertz	
	GHB-101B	460 volt, 3-phase, 60 Hertz	
	GHB-101C	575 volt, 3-phase, 60 Hertz	
2	GHB-102	Heavy Hex Nut (1/2-13)	2
3	GHB-103	Lockwasher (1/2)	2
4	GHB-104	High Strength Hex Head Bolt – ASTM A325 (1/2-13 x 2 1/2)	2
5	GHB-105	Self-Locking Nut, ESNA (3/4-10)	6
6	GHB-106	High Strength Hex Head Bolt – Grade 5 (3/4-10 x 2 1/2)	6
7	GHB-107	Heavy Hex Self-Locking Nut (5/8-11)	4
8	GHB-108	Gearcase	1
9	GHB-109	Gearcase Gasket	1
10	GHB-110	Gearcase Cover	1
11	GHB-111	Lockwasher, Hi-Collar (1/2)	9
12	GHB-112	Socket Head Cap Screw (1/2-13 x 2 1/4)	7
13	GHB-113	Hex Shoulder Bolt (3/8-16 x 2 Long, 1/2 shoulder)	2
14	GHB-114	Vent Plug with Sealant (1/2-14 NPT)	1
15	GHB-115	Pipe Plug (1/2-14 NPT)	2
16	GHB-116	Heavy Hex Lock Nut (1/2-13)	2
17	GHB-117	Hardened Flat Washer (1/2)	2
18	GHB-118	Gearcase End Drum Frame	1
19	GHB-119	Hex Head, Grade 5 Bolt (1/2-13 x 1 1/4)	4
20	GHB-120	Hardened Flat Washer (5/8)	4
21	GHB-121	Thin Hex Self-Locking Nut – Grade 5 (5/8-18)	4
22	GHB-122	Socket Head Cap Screw, Plated (7/16-14 x 1 1/4)	3
23	GHB-123	Lockwasher, Hi-Collar (7/16)	3
24	GHB-124	Rope Clamp	3
25	-	Drum	1
	GHB-125A	Drum 25' Lift	
	GHB-125B	Drum 40' Lift	
26	GHB-900	Rope Guide (See Figure 9-9 for Rope Guide and its components.)	1
27	GHB-127	Flange Mounted Ball Bearing	1

"B" Frame: Hoist Components for Figure 9-1.			
Ref. No.	Part Number	Description	Qty. Req'd.
28	GHB-128	Lockwasher (7/16)	4
29	GHB-129	High Strength Hex Head Bolt – Grade 5 (7/16-14 x 1 1/2)	2
30	GHB-130	High Strength Hex Head Bolt – Grade 5 (7/16-14 x 1 3/4)	2
31	GHB-131	Outboard End Drum Frame	1
32	GHB-132	Limit Switch Bracket	1
33	GHB-133	Retaining Ring	1
34	GHB-134	Drum Shaft Insert for Geared Limit Switch	1
35	GHB-135	Geared Limit Switch	1
36	-	Drum Frame Rod	
	GHB-136A	Drum Frame Rod, 25' Lift	2
	GHB-136B	Drum Frame Rod, 40' Lift	2

"C" Frame: Hoist Components for Figure 9-1.			
Ref. No.	Part Number	Description	Qty. Req'd.
1	-	15 HP Hoist Motor (2-Speed with Brake and Fan) Note: See Figure 9-10 for Parts.	1
	GHC-101A	230 volt, 3-phase, 60 Hertz	
	GHC-101B	460 volt, 3-phase, 60 Hertz	
	GHC-101C	575 volt, 3-phase, 60 Hertz	
2	GHC-102	Heavy Hex Nut (3/4-10)	2
3	GHC-103	Lockwasher (3/4)	2
4	GHC-104	High Strength Hex Head Bolt – Grade 5 (3/4-10 x 3 1/4)	2
5	GHC-105	Self-Locking Nut, ESNA (1-8)	6
6	GHC-106A	Socket Head Cap Screw (1-8 x 3)	2
6	GHC-106B	Socket Head Cap Screw (1-8 x 4)	2
7	GHC-107	Heavy Hex Self-Locking Nut (7/8-9)	4
8	GHC-108	Gearcase	1
9	GHC-109	Gearcase Gasket	1
10	GHC-110	Gearcase Cover	1
11	GHC-111	Lockwasher, Hi-Collar (5/8)	9
12	GHC-112	Socket Head Cap Screw (5/8-11 x 2 3/4)	7
13	GHC-113	Hex Shoulder Bolt (1/2-13 x 2 1/4 Long, 5/8 shoulder)	2
14	GHC-114	Vent Plug with Sealant (1/2-14 NPT)	1
15	GHC-115	Pipe Plug (1/2-14 NPT)	2
16	GHC-116	Heavy Hex Self-Locking Nut (3/4-10)	2
17	GHC-117	Hardened Flat Washer (3/4)	2
18	GHC-118	Gearcase End Drum Frame	1
20	GHC-117	Hardened Flat Washer (3/4)	4
21	GHC-121	Thin Hex Self-Locking Nut – Grade 5 (3/4-16)	4
22	GHC-122	Socket Head Cap Screw, Plated (7/16-14 x 1 1/4)	3
23	GHC-123	Lockwasher, Hi-Collar (7/16)	3
24	GHC-124	Rope Clamp	3
25	-	Drum	1
	GHC-125A	Drum, 25' Lift	
	GHC-125B	Drum, 40' Lift	
26	GHC-900	Rope Guide (See Figure 9-9 for Rope Guide and its components.)	1
27	GHC-127	Flange Mounted Ball Bearing	1
28	GHC-128	Lockwasher, Hi-Collar (5/8)	4
29	GHC-129	Hex Head Bolt – Grade 5 (5/8-11 x 2 1/4) *Includes Ref. No. 30*	4
31	GHC-131	Outboard End Drum Frame	1
32	GHC-132	Limit Switch Bracket	1
33	GHC-133	Retaining Ring	1
34	GHC-134	Drum Shaft Insert for Geared Limit Switch	1
35	GHC-135	Geared Limit Switch	1
36	-	Drum Frame Rod	
	GHC-136A	Drum Frame Rod, 25' Lift	2
	GHC-136B	Drum Frame Rod, 40' Lift	2

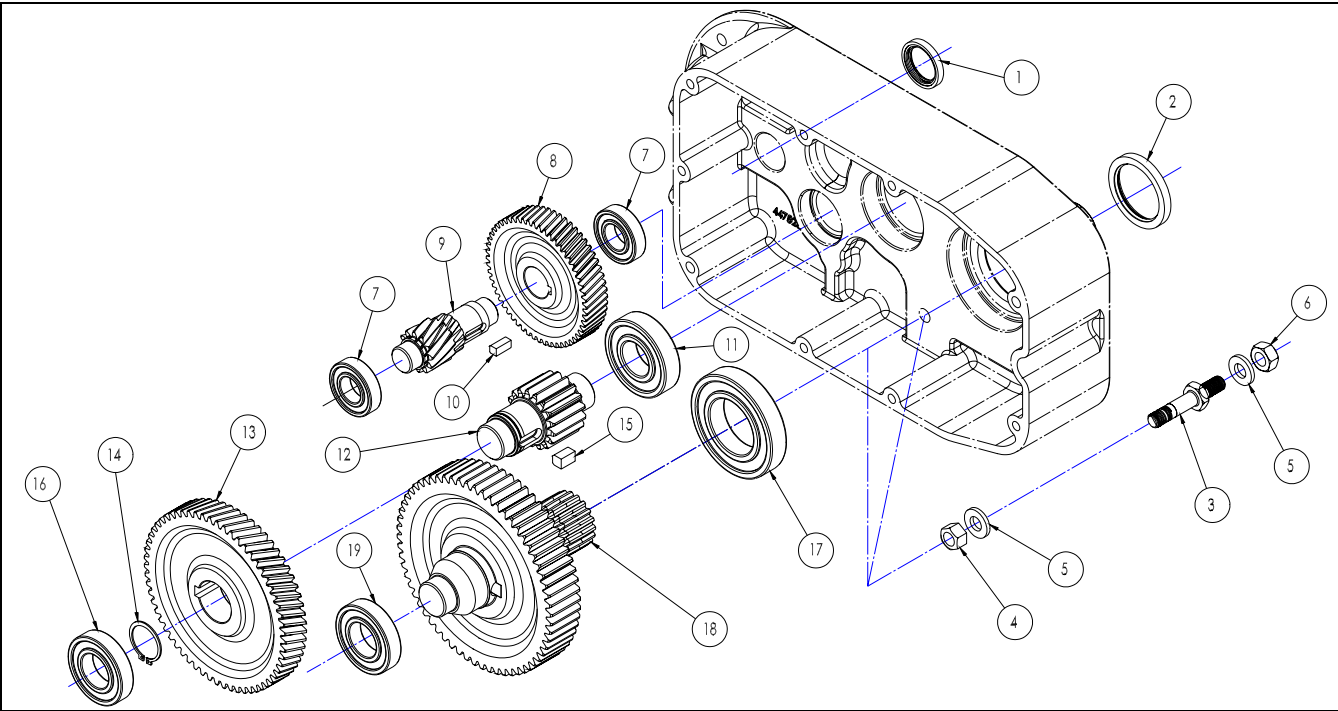


Figure 9-2. Hoist Gearing.

“B” Frame: Hoist Gearing for Figure 9-2.			
Ref. No.	Part Number	Description	Qty. Req'd.
	GHB-200	Complete Hoist Gearcase Ass'y. - 94.4:1 Ratio (Incl. Ref Nos. 1-19+)	
1	GHB-201	Oil Seal	1
2	GHB-202	Oil Seal	1
3	GHB-203	Stud	4
4	GHB-204	Nut - Hex (5/8-18)	4
5	GHB-205	Washer - Hardened (5/8)	8
6	GHB-206	Lock Nut - Hex, Thin, Grade 5 (5/8-18)	4
7	GHB-207	Ball Bearing	2
8	GHB-208	Motor Gear - 56 Teeth	1
9	GHB-209	Intermediate Pinion Shaft	1
10	GHB-210	Key - Chamfered	1
11	GHB-211	Ball Bearing	1
12	GHB-212	Drum Pinion Shaft	1
13	GHB-213	Intermediate Gear	1
14	GHB-214	Retaining Ring	1
15	GHB-215	Key - Hardened, Chamfered	2
16	GHB-216	Ball Bearing	1
17	GHB-217	Ball Bearing	1
18	GHB-218	Output Shaft and Drum Gear Assembly	1
19	GHB-216	Ball Bearing	1

“C” Frame: Hoist Gearing for Figure 9-2.			
Ref. No.	Part Number	Description	Qty. Req'd.
	GHC-200A	Complete 10t Hoist Gearcase Ass'y. – 124.5:1 Ratio (Incl. Ref Nos. 1-19+)	
	GHC-200B	Complete 7.5t Hoist Gearcase Ass'y. – 104.6:1 Ratio (Incl. Ref Nos. 1-19+)	
1	GHC-201	Oil Seal	1
2	GHC-202	Oil Seal	1
3	GHC-203	Stud	4
4	GHC-204	Nut - Hex (3/4-16)	4

"C" Frame: Hoist Gearing for Figure 9-2.			
Ref. No.	Part Number	Description	Qty. Req'd.
5	GHC-205	Washer - Hardened (3/4)	8
6	GHC-206	Lock Nut - Hex, Thin, Grade 5 (3/4-16)	4
7	GHC-207	Ball Bearing	2
8	GHC-208	Motor Gear - 64 Teeth	1
9	-	Intermediate Pinion Shaft	1
	GHC-209A	10t Hoist - Intermediate Pinion Shaft	
	GHC-209B	7 1/2t Hoist – Intermediate Pinion Shaft	
10	GHC-210	Key - Chamfered	1
11	GHC-211	Ball Bearing	1
12	-	Drum Pinion and Gear Assembly	1
	GHC-212A	10t Drum Pinion and Gear Assembly (Includes Ref. Nos. 12-15)	
	GHC-212B	7 1/2t Drum Pinion and Gear Assembly (Includes Ref. Nos. 12-15)	
16	GHC-216	Ball Bearing	1
17	GHC-217	Ball Bearing	1
18	GHC-218	Output Shaft and Drum Gear Assembly	1
19	GHC-219	Ball Bearing	1

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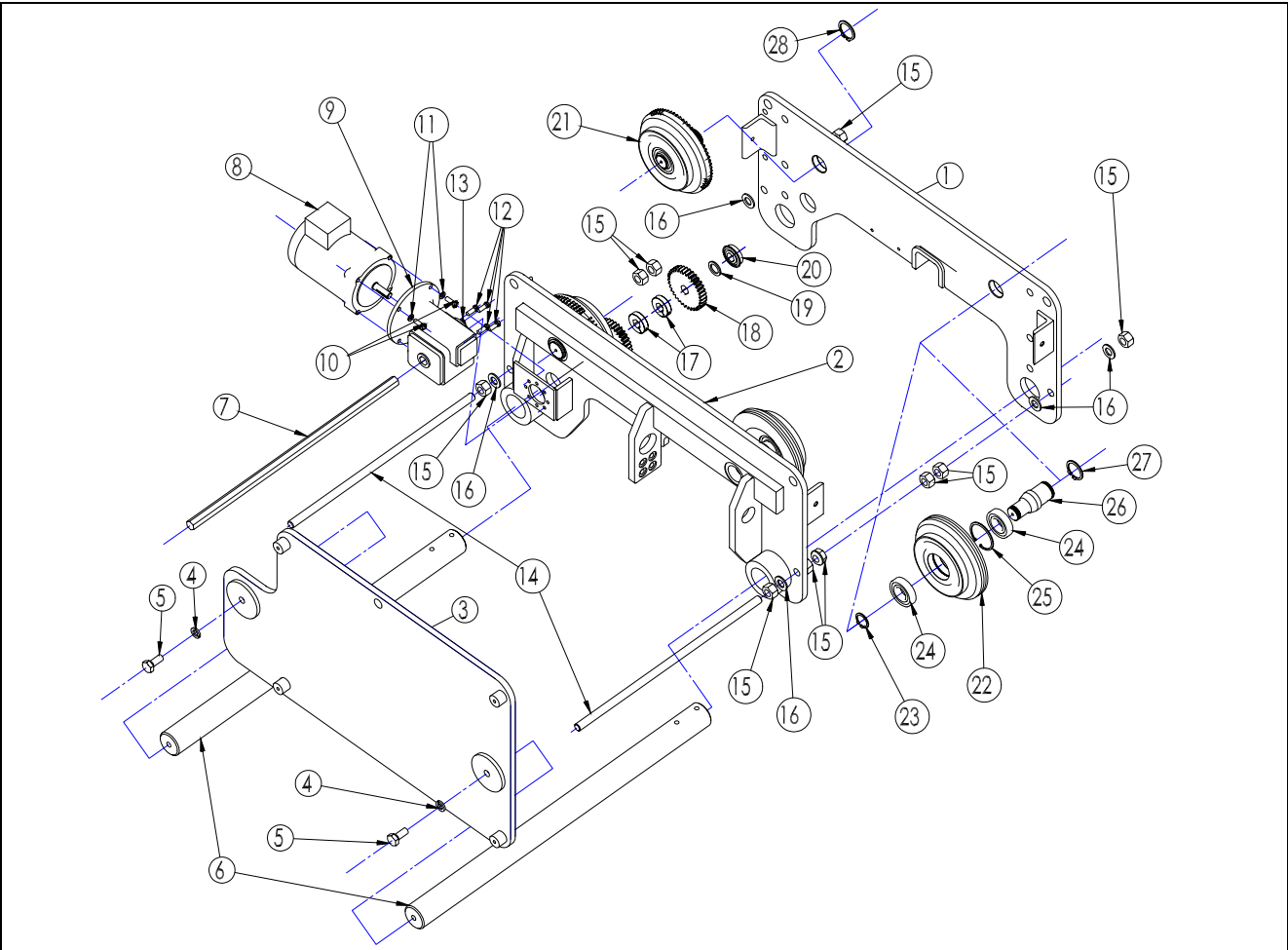


Figure 9-3. Motor Driven Trolley Frame and Drive (“B” Frame Shown).

“B” Frame: Trolley Frame and Drive Components for Figure 9-3.			
Ref. No.	Part Number	Description	Qty. Req'd
1	-	Side Plate	1
	GHB-301A	Drum Side – 25' Lift Frame	
	GHB-301B	Drum Side – 40' Lift Frame	
2	-	Side Plate	1
	GHB-302A	Drive Side – 25' Lift Frame	
	GHB-302B	Drive Side – 40' Lift Frame	
3	-	Counterweight	1
	GHB-303A	Counterweight, 25' Lift Frame	
	GHB-303B	Counterweight, 40' Lift Frame	
4	GHB-304	Lockwasher (5/8)	2
5	GHB-305	Hex Head Bolt, Grade 5 (5/8-11 x 1 1/2)	2
6	-	Alignment Bar	2
	GHB-306A	Alignment Bar, 4" Thru 14" Trolley Beam Flange Width	
	GHB-306B	Alignment Bar, 14 1/8" Thru 20" Trolley Beam Flange Width	
7	-	Hex Cross Shaft	1
	GHB-307A	Hex Cross Shaft, 4" Thru 14" Trolley Beam Flange Width	
	GHB-307B	Hex Cross Shaft, 14 1/8" Thru 20" Trolley Beam Flange Width	
8	GHB-308	Motor (Specify HP, Phase, Voltage, Frequency, & Number of Speeds)	1
9	-	Traverse Gear Reducer (See Figure 9-11 for Components)	1
	GHB-309A	50 FPM	
	GHB-309B	75 FPM	
10	GHB-310	Hex Head Bolt, Grade 5 (3/8-16 x 1)	4
11	GHB-311	Lockwasher (3/8)	4
12	GHB-312	Hex Head Bolt, Grade 5 (5/16-18 x 7/8)	4

"B" Frame: Trolley Frame and Drive Components for Figure 9-3.			
Ref. No.	Part Number	Description	Qty. Req'd
13	GHB-313	Lockwasher, (5/16)	4
14	-	Threaded Rod	2
	GHB-314A	Threaded Rod, 4" Thru 14" Trolley Beam Flange Width	
	GHB-314B	Threaded Rod, 14 1/8" Thru 20" Trolley Beam Flange Width	
15	GHB-315	Heavy Hex Nut (3/4-10)	12
16	GHB-316	Flat Washer (3/4)	8
17	GHB-317	Hex Clamp Collar	2
18	GHB-318	Cross Shaft Pinion	2
19	GHB-319	Flat Washer	4
20	GHB-320	Hex Bore Ball Bearing	2
21	GHB-321	Driver Wheel (6 1/2" Diameter Tread)	2
22	GHB-322	Trailer Wheel (6 1/2" Diameter Tread)	2
23	GHB-323	External Retaining Ring	4
24	GHB-324	Ball Bearing	8
25	GHB-325	Internal Retaining Ring	4
26	GHB-326	Axle	4
27	GHB-327	External Retaining Ring	4

"C" Frame: Trolley Frame and Drive Components for Figure 9-3.			
Ref. No.	Part Number	Description	Qty. Req'd
1	-	Side Plate	1
	GHC-301A	Drum Side – 25' Lift Frame	
	GHC-301B	Drum Side – 40' Lift Frame	
2	-	Side Plate	1
	GHC-302A	Drive Side – 25' Lift Frame	
	GHC-302B	Drive Side – 40' Lift Frame	
3		Counterweight	1
	GHC-303A	Counterweight, 25' Lift Frame	
	GHC-303B	Counterweight, 40' Lift Frame	
*	GHC-303C	Counterweight Mounting Cap *(Not Shown)	4
4	GHC-304	Lockwasher (3/4)	4
5	GHC-305	Hex Head Bolt, Grade 5 (3/4-10 x 2)	2
6	GHC-306	Alignment Bar	2
7	GHC-307	Hex Cross Shaft	1
8	GHC-308	Motor (Specify HP, Phase, Voltage, Frequency, & Number of Speeds)	1
9	-	Traverse Gear Reducer (See Figure 9-12 for Components)	1
	GHC-309A	50 FPM	
	GHC-309B	75 FPM	
10	GHC-310	Hex Head Bolt, Grade 5 (3/8-16 x 1)	4
11	GHC-311	Lockwasher (3/8)	4
12	GHC-312	Socket Head Cap Screw (5/16-18 x 1)	4
13	GHC-313	Lockwasher, (5/16)	4
14	GHC-314	Threaded Rod	2
15	GHC-315	Heavy Hex Nut (3/4-10)	12
16	GHC-316	Flat Washer (3/4)	8
17	GHC-317	Hex Clamp Collar	2
18	GHC-318	Cross Shaft Pinion	2
19	GHC-319	Flat Washer	4
20	GHC-320	Hex Bore Ball Bearing	2
21	GHC-321	Driver Wheel (8" Diameter Tread)	2
22	GHC-322	Trailer Wheel (8" Diameter Tread)	2
23	GHC-323	External Retaining Ring	4
24	GHC-324	Ball Bearing	8
25	GHC-325	Internal Retaining Ring	4
26	GHC-326	Axle	4
27	GHC-327	External Retaining Ring	4

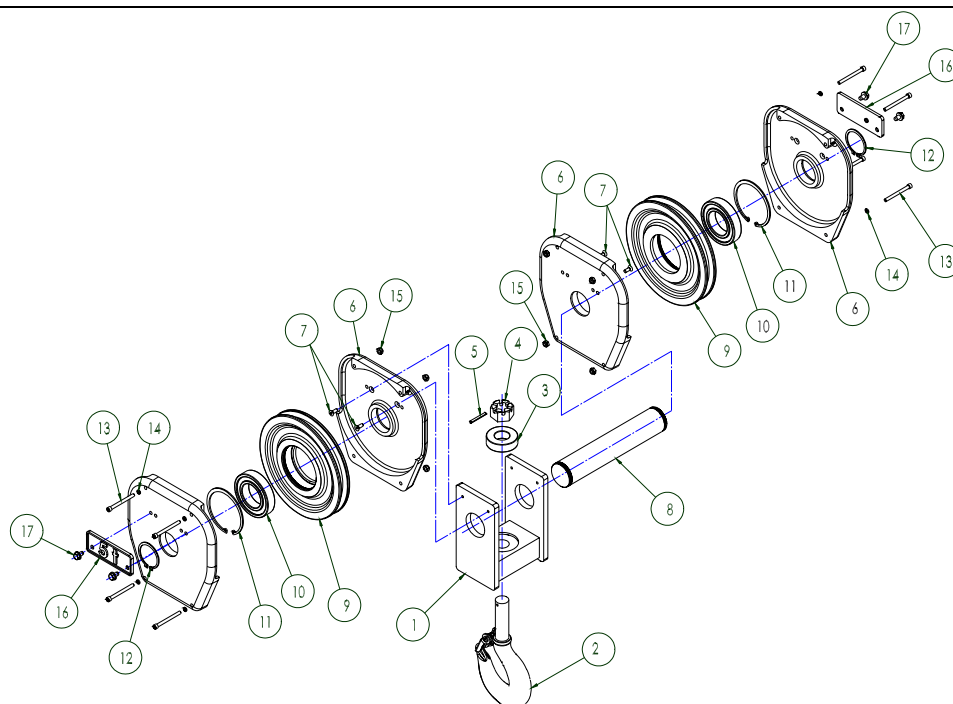


Figure 9-4. Lower Block Assembly.

“B” Frame: Lower Block Components for Figure 9-4.

Ref. No.	Part Number	Description	Qty. Req'd
	GHB-400Y	Lower Block Assembly (Includes Ref. Nos. 1-17)	1
1	GHB-401	Lower Block Frame – Hook Beam	1
2	GHB-402	Hook	1
3	GHB-403	Thrust Bearing	1
4	GHB-404	Castle Nut	1
5	GHB-405	Spring Pin	1
6	GHB-406Y	Sheave Covers - Yellow	4
7	GHB-407	Flat Head Socket Cap Screws (1/4-20 x 1/2)	4
8	GHB-408	Sheave Pin	1
9	GHB-409	Sheaves	2
10	GHB-410	Ball Bearings	2
11	GHB-411	Internal Retaining Rings	2
12	GHB-412	External Retaining Rings	2
13	GHB-413	Socket Head Cap Screws (1/4-20 x 2 3/4 Long)	8
14	GHB-414	Hi-Collar Lockwashers (1/4)	8
15	GHB-415	Self-Locking Nuts (1/4-20)	8
16	GHB-416	Capacity Plates	2
17	GHB-417	Hex Washer Head Self-Tapping Screws (5/16-18 x 1 1/2)	4

“C” Frame: Lower Block Components for Figure 9-4.

Ref. No.	Part Number	Description	Qty. Req'd
	GHC-400Y10	10t Lower Block Assembly (Includes Ref. Nos. 1-17)	1
	GHC-400Y7.5	7 1/2t Lower Block Assembly (Includes Ref. Nos. 1-17)	1
1	GHC-401	Lower Block Frame – Hook Beam	1
2	GHC-402	Hook	1
3	GHC-403	Thrust Bearing	1
4	GHC-404	Castle Nut	1
5	GHC-405	Spring Pin	1
6	GHC-406Y	Sheave Covers	4

NOTES

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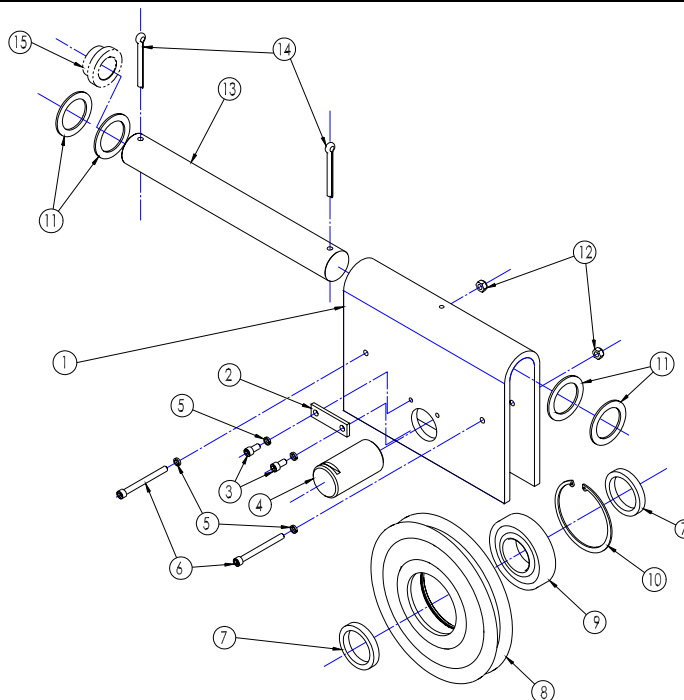


Figure 9-5. Upper Block Assembly.

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

Ref. No.	Part Number	Description	Qty. Req'd
	GHB-500	“B” Frame Hoist Upper Block Assembly (Includes Ref. Nos. 1-10)	1
1	GHB-501	Upper Block Yoke	1
2	GHB-502	Key Plate	1
3	GHB-503	Hex Head Bolt (3/8-16 x 5/8)	2
4	GHB-504	Sheave Pin	1
5	GHB-505	Lockwasher (3/8)	4
6	GHB-506	Hex Head Bolt, Grade 5 (3/8-16 x 3)	2
7	GHB-507	Spacer Washer	2
8	GHB-508	Sheave	1
9	GHB-509	Ball Bearing	1
10	GHB-510	Internal Retaining Ring	1
11	GHB-511	Spacer Washer	6
12	GHB-512	Self-Locking Nut (3/8)	2
13	GHB-513	Yoke Pin	1
14	GHB-514	Cotter Pin	2
15	GHB-515	Flanged Bushing	1

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

Ref. No.	Part Number	Description	Qty. Req'd
	GHC-500	“C” Frame Hoist Upper Block Assembly (Includes Ref. Nos. 1-10)	1
1	GHC-501	Upper Block Yoke	1
2	GHC-502	Key Plate	1
3	GHC-503	Socket Head Cap Screw (3/8-16 x 3/4)	2
4	GHC-504	Sheave Pin	1
5	GHC-505	Lockwasher (3/8)	4
6	GHC-506	Socket Head Cap Screw (3/8-16 x 4)	2
7	GHC-507	Spacer Washer	2
8	GHC-508	Sheave	1
9	GHC-509	Ball Bearing	1

“C” Frame: Upper Block Components for Figure 9-5.			
Ref. No.	Part Number	Description	Qty. Req'd
10	GHC-510	Internal Retaining Ring	1
11	GHC-511	Spacer Washer	4
12	GHC-512	Self-Locking Nut (3/8)	2
13	GHC-513	Yoke Pin	1
14	GHC-514	Cotter Pin	2

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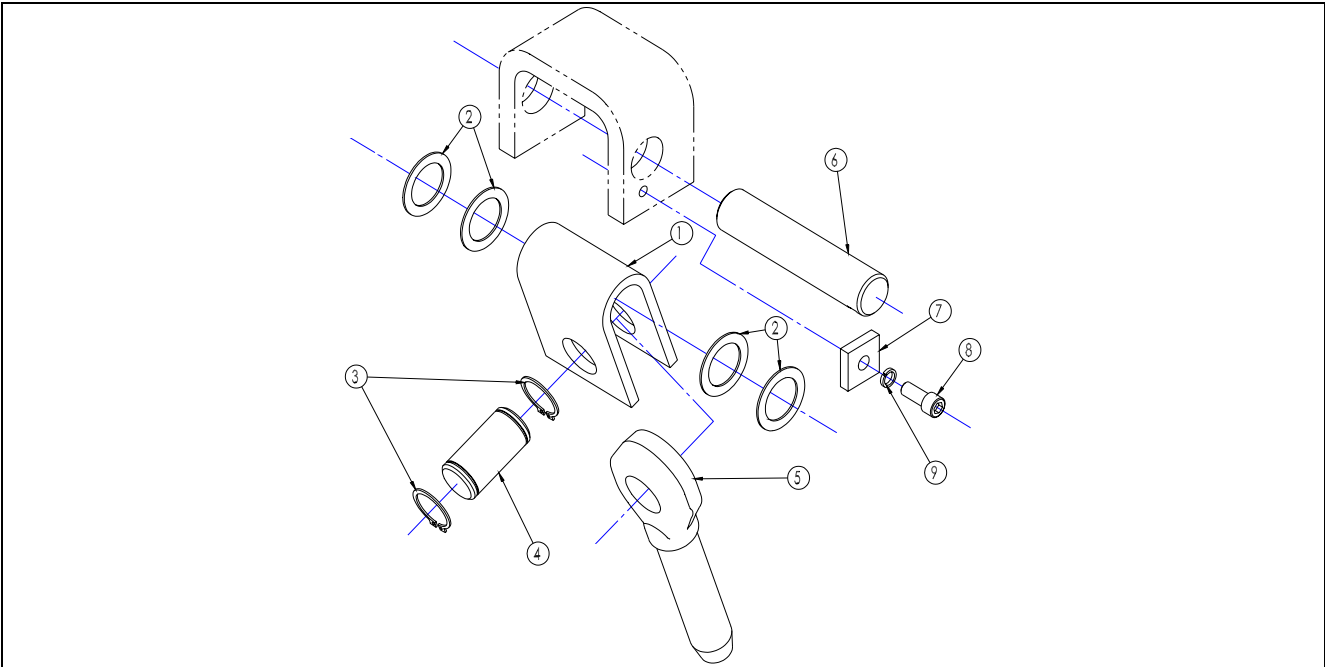


Figure 9-6. “B” Frame Rope and Dead End Assembly.

“B” Frame: Rope and Dead End Assembly Components for Figure 9-6.			
Ref. No.	Part Number	Description	Qty. Req'd
	GHB-600	“B” Frame Hoist Rope and Dead End Assembly	
1	GHB-601	Dead End Yoke	1
2	GHB-602	Washer (1” Diameter, #18 Gauge)	4
3	GHB-603	External Retaining Ring	2
4	GHB-604	Dead End Swage Socket Pin	1
5	-	Wire Rope and Swaged End Assembly	1
	GHB-605A	Rope Assembly for 25’ lift	
	GHB-605B	Rope Assembly for 40’ Lift	
6	GHB-606	Dead End Pin	1
7	GHB-607	Key Plate	1
8	GHB-608	Socket Head Cap Screw (5/16-18 x 3/4)	1
9	GHB-609	Lockwasher (5/16)	1

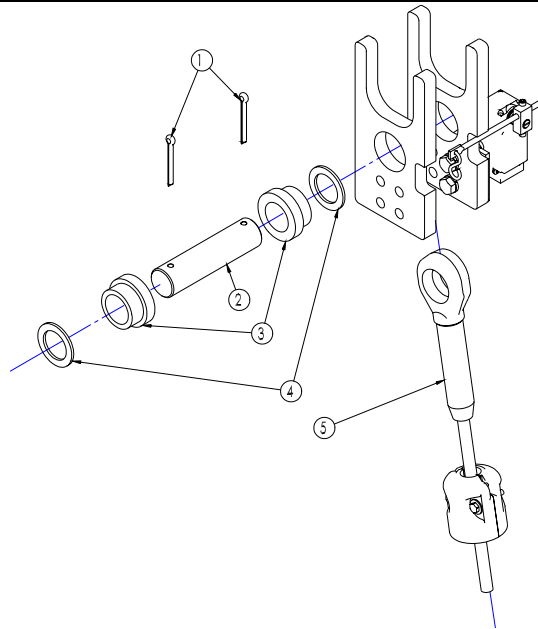


Figure 9-7. "C" Frame: Rope and Dead End Assembly.

"C" Frame: Rope and Dead End Assembly Components for Figure 9-7.

Ref. No.	Part Number	Description	Qty. Req'd
	GHC-700	"C" Frame Hoist Rope and Dead End Assembly	
1	GHC-701	Cotter Pin	2
2	GHC-702	Dead End Swaged Socket Pin	1
3	GHC-703	Flanged Bushing	2
4	GHC-704	Washer (1 1/2" Diameter, #10 Gauge)	2
5	-	Wire Rope and Swaged End Assembly	1
	GHC-705A	Rope Assembly for 25' lift	
	GHC-705B	Rope Assembly for 40' Lift	

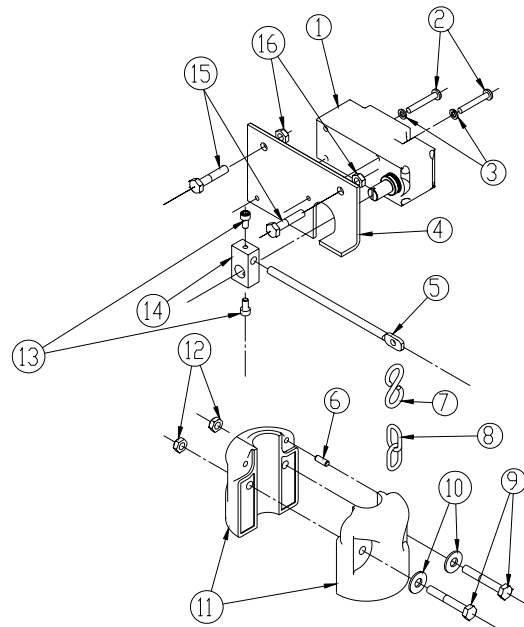


Figure 9-8. Block Operated Limit Switch Assembly ("B" Frame shown).

"B" Frame Block Operated Limit Switch Components for figure 9-8.			
Ref. No.	Part Number	Description	Qty. Req'd
	GHB-800	"B" Frame Hoist Limit Switch Assembly (Includes Ref. Nos. 1-16)	
1	GHB-801	Limit Switch	1
2	GHB-802	Pan Head Machine Screw, Phillips (#10-32 x 1 1/4 Long)	2
3	GHB-803	Lockwasher (#10)	2
4	GHB-804	Limit Switch Bracket	1
5	GHB-805	Limit Switch Rod	1
6	GHB-806	Dowel Pin (3/16 Diameter x 1/2 Long)	1
7	GHB-807	S-Hook (1/2 Eye)	1
8	GHB-808	Coil Chain	1
9	GHB-809	Hex Head Bolt (1/4-20 x 1 3/4)	2
10	GHB-810	1/4 Diameter Flat Washer	2
11	GHB-811	Limit Switch Weight Half	2
12	GHB-812	Self-Locking Nut (1/4-20)	2
13	GHB-813	Hex Socket Head Cap Screw (#10-32)	2
14	GHB-814	Limit Switch Hub	1
15	GHB-815	Hex Head Bolt (1/4-20 x 1 1/4)	2
16	GHB-812	Self-Locking Nut (1/4-20)	2

"C" Frame Block Operated Limit Switch Components for Figure 9-8.			
Ref. No.	Part Number	Description	Qty. Req'd
	GHC-800	"B" Frame Hoist Limit Switch Assembly (Includes Ref. Nos. 1-16)	
1	GHC-801	Limit Switch	1
2	GHC-802	Pan Head Machine Screw, Phillips (#10-32 x 1 1/4 Long)	2
3	GHC-803	Lockwasher (#10)	2
4	GHC-804	Limit Switch Bracket	1
5	GHC-805	Limit Switch Rod	1
6	GHB-806	Dowel Pin (3/16 Diameter x 1/2 Long)	1
7	GHB-807	S-Hook (1/2 Eye)	1
8	GHB-808	Coil Chain	1
9	GHB-809	Hex Head Bolt (1/4-20 x 1 3/4)	2
10	GHB-810	1/4 Diameter Flat Washer	2
11	GHB-811	Limit Switch Weight Half	2
12	GHB-812	Self-Locking Nut (1/4-20)	2
13	GHB-813	Hex Socket Head Cap Screw (#10-32)	2
14	GHB-814	Limit Switch Hub	1
15	GHC-815	Hex Head Bolt (1/2-13 x 2)	2
16	GHC-816	Self-Locking Nut (1/2-13)	2
17	GHC-817	Lockwasher (1/2) *Not Shown*	2
18	GHC-818	Flat Washer (1/2) *Not Shown*	2

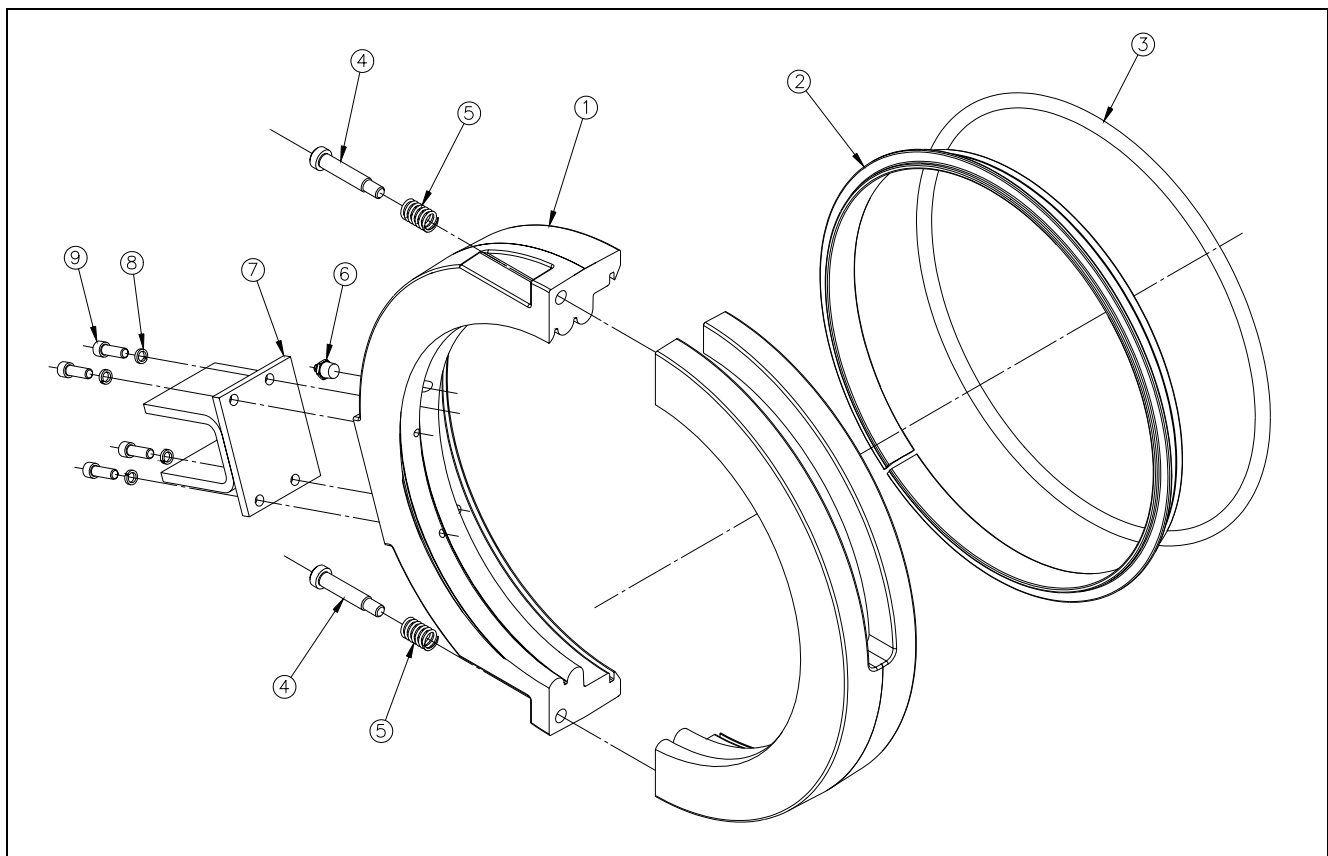


Figure 9-9. Rope Guide Assembly

"B" Frame Rope Guide Components for Figure 9-9.

Ref. No.	Part Number	Description	Qty. Req'd
	GHB-900	"B" Frame Rope Guide Assembly (Includes Ref. Nos. 1-9)	1
1	GHB-901	Rope Guide Frame (Machined)	1
2	GHB-902	Plastic Shroud	1
3	GHB-903	Extension Spring	1
4	GHB-904	Shoulder Bolt (1/4-20 x 1 1/2 Long, 5/16 Shoulder)	2
5	GHB-905	Compression Spring	2
6	GHB-906	Grease Fitting	1
7	GHB-907	Anti-Rotation Clip	1
8	GHB-908	Lockwasher (1/4)	4
9	GHB-909	Socket Head Cap Screw (1/4-20 x 3/4)	4

"C" Frame Rope Guide Components for Figure 9-9.

Ref. No.	Part Number	Description	Qty. Req'd.
	GHC-900	"C" Frame Rope Guide Assembly (Includes Ref. Nos. 1-9)	1
1	GHC-901	Rope Guide Frame (Machined)	1
2	GHC-902	Plastic Shroud	1
3	GHC-903	Extension Spring	1
4	GHC-904	Shoulder Bolt (5/16-18 x 1 1/2 Long, 3/8 Shoulder)	2
5	GHC-905	Compression Spring	2
6	GHC-906	Grease Fitting	1
7	GHC-907	Anti-Rotation Clip	1
8	GHC-908	Lockwasher (1/4)	4
9	GHC-909	Socket Head Cap Screw (1/4-20 x 3/4)	4

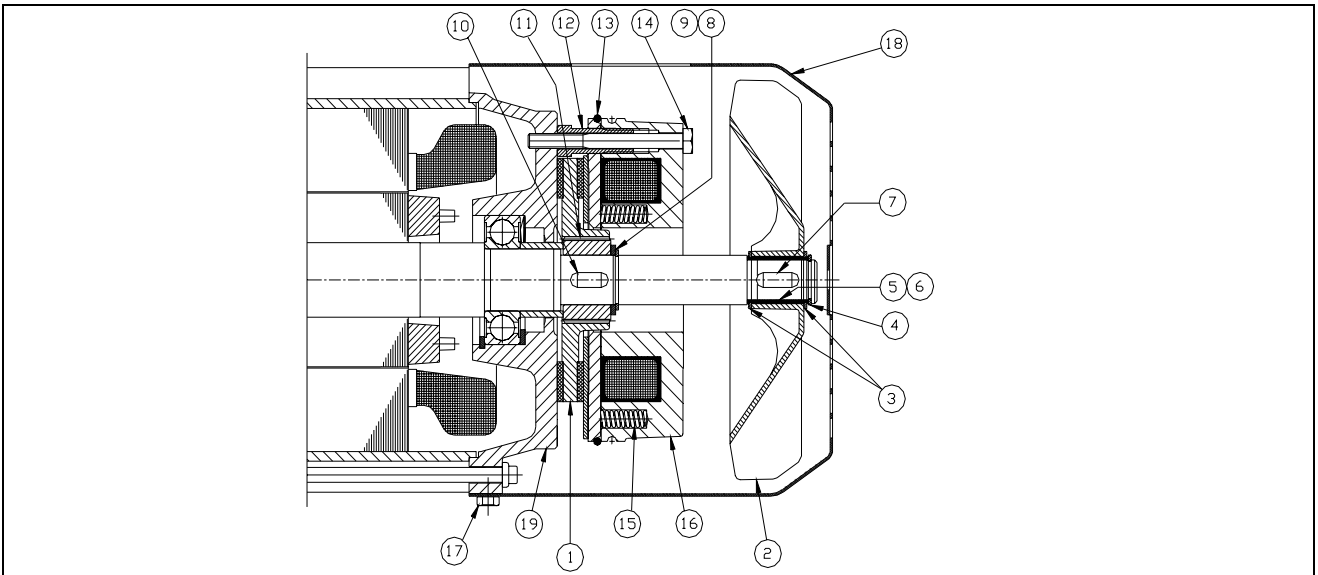


Figure 9-10. Hoist Motor Brake.

“B” Frame: Hoist Brake Components for Figure 9-10.			
Ref. No.	Part Number	Description	Qty. Req'd.
1	GHB-1001†	Brake Disc	1
	GHB-1002*	Brake Fan Kit (Includes items 2 thru 7)	1
2	↓	Fan	1
3		External Retaining Rings (Fan)	2
4		External Retaining Ring (Fan Hub)	1
5		Fan Hub	1
6		Key (Hub)	1
7		Key (Fan)	1
	GHB-1008*	Brake Hub Kit (Includes items 8 thru 11)	1
8	↓	External Retaining Ring (Brake Hub)	1
9		Spacer	1
10		Key (Brake Hub)	1
11	↓	Brake Hub	1
	GHB-1012*	Brake Hardware Kit (Includes items 12 thru 15)	1
12	↓	Hollow Core Bolts	3
13		O-Ring	1
14		Bolts (Brake Mounting)	3
15		Springs	3
16	GHB-1016	Magnet Body (Includes GHB-1012 Hardware Kit)	1
	GHB-1017*	Fan Shroud Kit Includes items 17 and 18)	1
17	↓	Fan Shroud	4
18		Bolt (Brake and Fan Shroud)	1
19	GHB-1019	Brake End Bell Assembly for 7.5/1.25 HP Motor	1
20	GHB-1020	Gearcase End Bell Assembly for 7.5/1.25 Motor (Not Shown)	1
21		Rotor Assembly for 7.5/1.25 HP Motor (Not Shown)	1
	GHB-1021A	230 volt, 3-phase, 60 Hertz	
	GHB-1021B	460 volt, 3-phase, 60 Hertz	
	GHB-1021C	575 volt, 3-phase, 60 Hertz	
22		Stator Assembly for 7.5/1.25 HP Motor (Not Shown)	1
	GHB-1022A	230 volt, 3-phase, 60 Hertz	
	GHB-1022B	460 volt, 3-phase, 60 Hertz	
	GHB-1022C	575 volt, 3-phase, 60 Hertz	

† Recommended Spare Part
*Duplicate part numbers indicate parts only sold together as a kit.

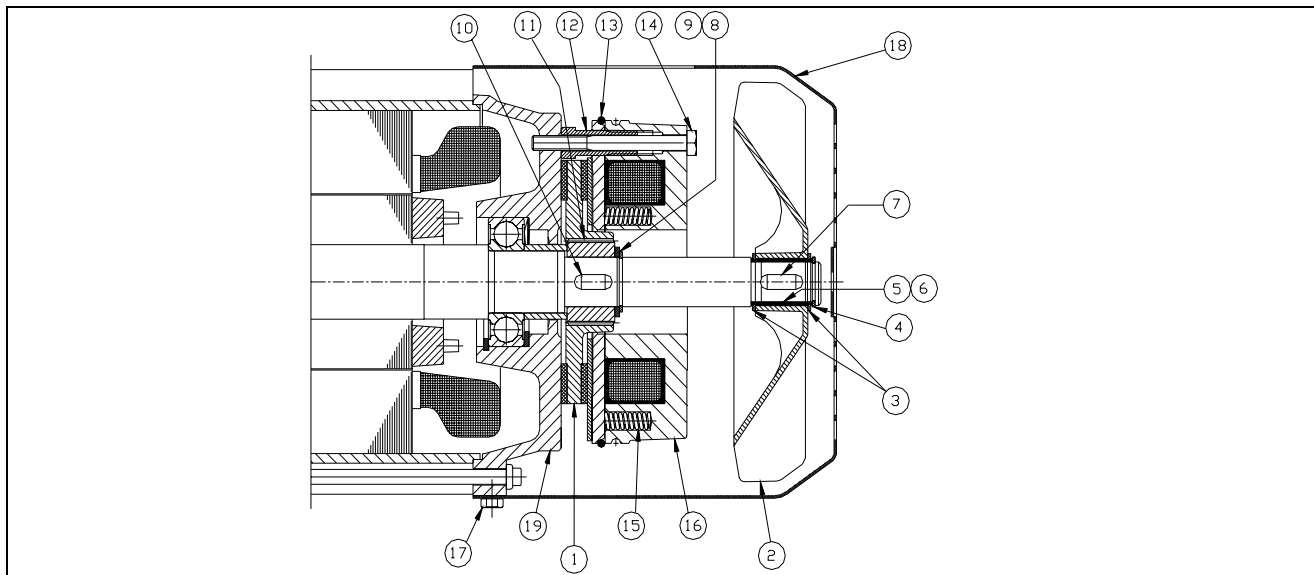


Figure 9-10. Hoist Motor Brake.

“C” Frame: Hoist Brake Components for Figure 9-10.			
Ref. No.	Part Number	Description	Qty. Req'd.
1	GHC-1001†	Brake Disc	1
	GHC-1002*	Brake Fan Kit (Includes items 2,4 & 7)	1
2	↓	Fan	1
3		N/A	
4		External Retaining Ring (Fan Hub)	1
5		N/A	
6		N/A	
7		Key (Fan)	1
	GHC-1008*	Brake Hub Kit (Includes items 8 thru 11)	1
8	↓	External Retaining Ring (Brake Hub)	1
9		Spacer	1
10		Key (Brake Hub)	1
11	↓	Brake Hub	1
		Brake Hardware Kit (Includes items 12 thru 15)	1
12		Hollow Core Bolts	3
13		O-Ring	1
14		Bolts (Brake Mounting)	3
15	↓	Springs	3
16	GHC-1016	Magnet Body (Includes GHC-1012 Hardware Kit)	1
	GHC-1017*	Fan Shroud Kit Includes items 17 and 18)	1
17	↓	Fan Shroud	4
18		Bolt (Brake and Fan Shroud)	1
19	GHC-1019	Brake End Bell Assembly for 15 HP Motor	1
20	GHC-1020	Gearcase End Bell Assembly for 15 HP Motor (Not Shown)	1
21		Rotor Assembly for 15 HP Motor (Not Shown)	1
	GHC-1021A	230 volt, 3-phase, 60 Hertz	
	GHC-1021B	460 volt, 3-phase, 60 Hertz	
	GHC-1021C	575 volt, 3-phase, 60 Hertz	
22		Stator Assembly for 15 HP Motor (Not Shown)	1
	GHC-1022A	230 volt, 3-phase, 60 Hertz	
	GHC-1022B	460 volt, 3-phase, 60 Hertz	
	GHC-1022C	575 volt, 3-phase, 60 Hertz	

† Recommended Spare Part

* Duplicate part numbers indicate parts only sold together as a kit.

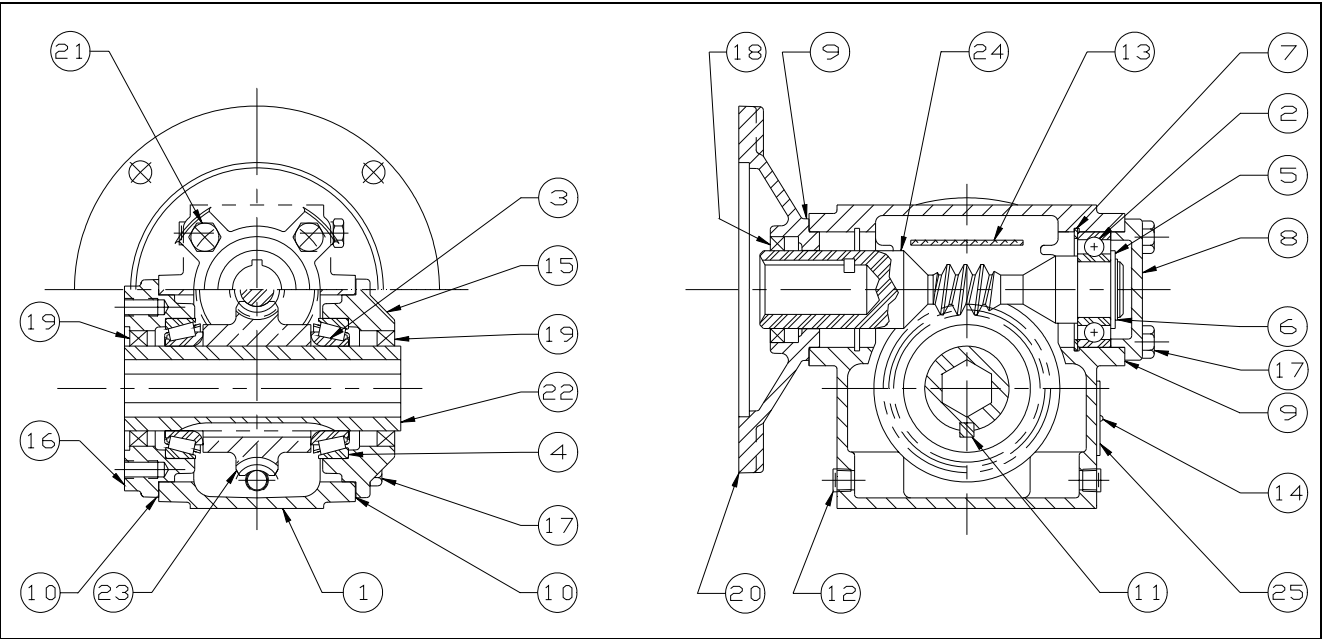


Figure 9-11. "B" Frame Trolley Drive Gear Reducer.

"B" Frame Trolley Drive Gear Reducer Components for Figure 9-11.			
Ref. No.	Part Number	Description	Qty. Req'd
	GHB-309A	"B" Gear Reducer, 30:1 Ratio – 50 FPM (Includes Ref. Nos. 1-25)	1
	GHB-309B	"B" Gear Reducer, 20:1 Ratio – 75 FPM (Includes Ref. Nos. 1-25)	1
1	GHB-1101	Housing	1
2	GHB-1102	High Speed Bearing	1
3	GHB-1103	Slow Speed Bearing – Cone	2
4	GHB-1104	Slow Speed Bearing – Cup	2
5	GHB-1105	High Speed Spacer	1
6	GHB-1106	High Speed Ring	1
7	GHB-1107	High Speed Retaining Ring	1
8	GHB-1108	High Speed Cap (Closed)	1
9	GHB-1109	High Speed Gasket	2
10	GHB-1110	Slow Speed Gasket	2
11	GHB-1111	Slow Speed Key	1
12	GHB-1112	Pipe Plug, Socket Head, Coated and Plated 1/8-27 NPTF	6
13	GHB-1113	Vent Shield	1
14	GHB-1114	Drive Pin (#4 x 3/16 Stainless Steel)	2
15	GHB-1115	Slow Speed Cover (Standard)	1
16	GHB-1116	Slow Speed Cover (Special)	4
17	GHB-1117	Hex Head Cap Screw 5/16-18 x 7/8 Long Coated with Polylock	12
18	GHB-1118	High Speed Seal	1
19	GHB-1119	Slow Speed Seal	2
20	GHB-1120	Motor Adapter	1
21	GHB-1121	Hex Head Cap Screw 5/16-18 x 1 1/4 Long Coated with Polylock	4
22	GHB-1122	Hollow Slow Speed Shaft with Hex	1
23		Slow Speed Gear	1
	GHB-1123A	Slow Speed Gear for 20:1 Ratio	
	GHB-1123B	Slow Speed Gear for 30:1 Ratio	
24		High Speed Worm on Shaft	1
	GHB-1124A	High Speed Worm on Shaft for 20:1 Ratio	
	GHB-1124B	High Speed Worm on Shaft for 30:1 Ratio	
25	GHB-1125	Nameplate	1

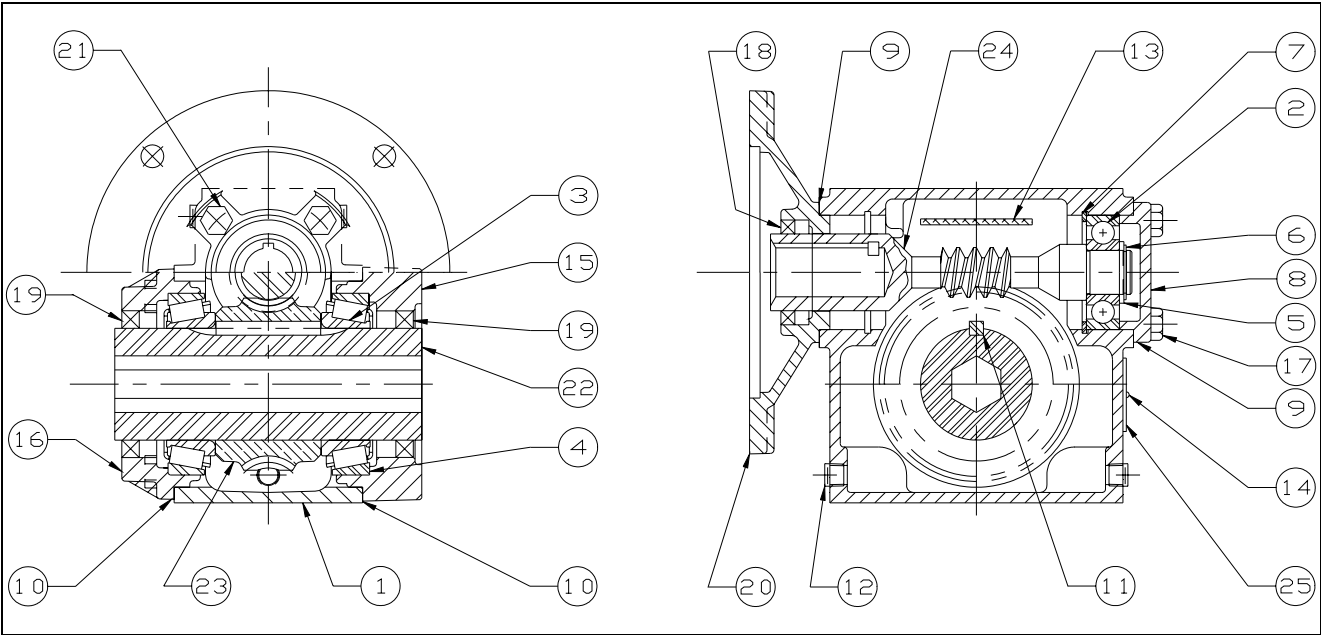


Figure 9-12. "C" Frame Trolley Drive Gear Reducer.

"C" Frame Trolley Drive Gear Reducer Components for Figure 9-12.			
Ref. No.	Part Number	Description	Qty. Req'd.
	GHC-309A	"C" Gear Reducer, 30:1 Ratio – 50 FPM (Includes Ref. Nos. 1-25)	1
	GHC-309B	"C" Gear Reducer, 20:1 Ratio – 75 FPM (Includes Ref. Nos. 1-25)	1
1	GHC-1201	Housing	1
2	GHC-1202	High Speed Bearing	1
3	GHC-1203	Slow Speed Bearing – Cone	2
4	GHC-1204	Slow Speed Bearing – Cup	2
5	GHC-1205	High Speed Spacer	1
6	GHC-1206	High Speed Ring	1
7	GHC-1207	High Speed Retaining Ring	1
8	GHC-1208	High Speed Cap Closed	1
9	GHC-1209	High Speed Gasket	2
10	GHC-1210	Slow Speed Gasket	2
11	GHC-1211	Slow Speed Key	1
12	GHC-1212	Pipe Plug, Socket Head, Coated and Plated 1/8-27 NPTF	6
13	GHC-1213	Vent Shield	1
14	GHC-1214	Drive Pin (#4 x 3/16 Stainless Steel)	2
15	GHC-1215	Slow Speed Cover (Standard)	1
16	GHC-1216	Slow Speed Cover (Special)	4
17	GHC-1217	Hex Head Cap Screw 5/16-18 x 7/8 Long Coated with Polylock	12
18	GHC-1218	High Speed Seal	1
19	GHC-1219	Slow Speed Seal	2
20	GHC-1220	Motor Adapter	1
21	GHC-1221	Hex Head Cap Screw 5/16-18 x 1 1/4 Long Coated with Polylock	4
22	GHC-1222	Hollow Slow Speed Shaft with Hex	1
23		Slow Speed Gear	1
	GHC-1223A	Slow Speed Gear for 20:1 Ratio	
	GHC-1223B	Slow Speed Gear for 30:1 Ratio	
24		High Speed Worm on Shaft	1
	GHC-1224A	High Speed Worm on Shaft for 20:1 Ratio	
	GHC-1224B	High Speed Worm on Shaft for 30:1 Ratio	
25	GHC-1225	Nameplate	1

This image shows a full page of blank, lined paper. It features approximately 30 evenly spaced horizontal black lines across its entire width, typical of standard notebook or school paper. The background is a solid off-white color, and there are no margins, text, or other markings present.

Recommended Spare Parts

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

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

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

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

Yale®
HOISTS

414 West Broadway Avenue
P.O. Box 0769
Muskegon, Michigan 49443-0769

Phone: (800) 999-6318
Fax: (800) 766-0223

WARRANTY

WARRANTY AND LIMITATION OF REMEDY AND LIABILITY

A. Seller warrants that its products and parts, when shipped, and its work (including installation, construction and start-up), when performed, will meet applicable specifications, will be of good quality and will be free from defects in material and workmanship. All claims for defective products or parts under this warranty must be made in writing immediately upon discovery and, in any event, within two (2) years (or as otherwise provided) from shipment of the applicable item unless Seller specifically assumes installation, construction or start-up responsibility. All claims for defective products or parts when Seller specifically assumes installation, construction or start-up responsibility, and all claims for defective work must be made in writing immediately upon discovery and, in any event, within two (2) years (or as otherwise provided) from completion of the applicable work by Seller, provided, however, all claims for defective products and parts must be made in writing no later than thirty (30) months after shipment. Defective items must be held for Seller's inspection and returned to the original f.o.b. point upon request. THE FOREGOING IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES WHATSOEVER, EXPRESS, IMPLIED AND STATUTORY, INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS.

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

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

D. The foregoing is Seller's only obligation and Buyer's exclusive remedy for breach of warranty, and is Buyer's exclusive remedy hereunder by way of breach of contract, tort, strict liability or otherwise. In no event shall Buyer be entitled to or Seller liable for incidental or consequential damages. Any action for breach of this warranty must be commenced within two (2) years (or as otherwise provided) after the cause of action has accrued.