

HOIST OPERATING AND MAINTENANCE **MANUAL**

This manual provides operating and maintenance information. Reference the serial number of the hoist when ordering spare parts.

1. All air hoists are to run on a filtered and lubricated air supply. A minimum of 18 drops per minute lubrication rate is recommended.
2. Air supply pressure may be varied from 50 to 100 psi to adjust lifting speed.
3. If drive trolleys are supplied with your hoist, a ball valve inside the control panel can be adjusted to control trolley speed. Note that trolley speed is altered by supply pressure and ball valve position. Adjust supply pressure first then make final adjustments with the ball valve.

Drive trolleys can be positioned accurately by quickly plugging the motion button. This will allow the trolley to start moving at a reduced rate and come to a stop more quickly.

Warning: It is the responsibility of the user to maintain and use the hoist in a safe manner. Failure to do so can be dangerous and result in severe bodily injury, fatality or property damage. All use and maintenance shall conform to OSHA, ANSI, ASME, Local, State, Federal, Manufacturer and any other regulatory agency requirements. An inspection and maintenance log shall be kept and complied with.

Warranty

We warrant that our equipment is free from defect. Our liability is limited to the repair, or, at our option, supply of a replacement, f.o.b. our factory, of any parts which proved to be defective due to faulty material or workmanship within twelve months after shipment of the equipment from our factory at Clifton, New Jersey. Normal wear and the consequence of improper use or application are not covered by this warranty. This warranty is expressly in lieu of any other express or implied warranties including any implied warranty of merchantability or fitness and or any other obligation on the part of the seller

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Section I. Installation of Hoist

A. Mounting of Hoist

1. Hoists with Trolleys

Hoists with Trolleys are defined as hoists supplied within a frame with trolleys attached. Note the trolleys must be located as shown in the Outline Drawing.

This hoist has been designed to fit only the track designated on the customer's order to Electro Lift. This track size is noted on the Outline Drawing. Do not attempt to install this hoist on any other size track. Contact Electro Lift if you find your track size is different than indicated on the Outline Drawing.

Your hoist has been shipped with the trolleys attached to the hoist frame with the proper size mounting bolts and nuts. The trolleys are correctly located according to the Outline Drawing to support the hoist load. The mounting bolts are sized also to support the hoist load and should not be replaced with any other fastener.

The hoist may be installed on the track in one of two manners:

a. At end of track:

Raise the hoist with trolleys attached to the height of the track. Slide trolley wheels horizontally into the track so the trolley wheels rest on the inside of the bottom track flange.

b. In the middle of the track:

Remove the trolley side plates at the point where the bolts join the bottom of the side plate to the trolley yoke. Note the trolley wheels will remain attached to the side plates. Raise the hoist and position the hoist under the track. Place the wheels inside the track flanges. Reattach the side plates to the trolley yokes. Note the trolley yokes are attached to the hoist with the Mounting Bolts.

2. Stationary Hoists without Trolleys

Stationary Hoists without Trolleys are defined as hoists within a frame without trolleys attached. They may also be overhead or floor mounted hoists supported without a frame on either brackets or steel base plates.

Refer to the Outline Drawing for the number and size of mounting holes. The customer is responsible for determining and providing all attachment fasteners.

Section I

B. Wire Rope Dead Ending

1. One Part Single Reeved Hoists:
Hoists reeved single-line do not require the wire rope to be dead-ended.
2. Hoists with Frames:
Hoists provided from Electro Lift within a frame with hook block(s) are dead-ended at our factory. The forged wire rope clips at the dead-ending must be re-tightened to the recommended torque as shown in Table 1, Forged Clip Information Table.
3. OverHead or FloorMounted Hoists (supported on brackets or a single plate):
These hoists are not provided within a steel frame and therefore the wire rope cannot be dead-ended by our factory.

The following must be performed after these hoists have been secured in their fixed location.

Wire Rope: Important: The Wire Rope must be secured to the dead ending of the system in the field. The length of the wire rope must be trimmed when the hoist is in the full "UP" position, the drums are completely filled with cable, and there is no over-wrapping. If the drum grooves are not filled to the greatest capacity with cable, the wire rope angle created may result in an unsafe condition. It is pertinent this procedure is precisely followed.

To dead end the wire rope:

First review Table 1: Forged Clip Information on the next page. Your hoist has been shipped with a Clamp and Thimble Kit. It will have the proper size and number of clamps for your hoist's dead-ending and the correct size thimbles as well. Identify your wire rope size and match it to the clip size the table

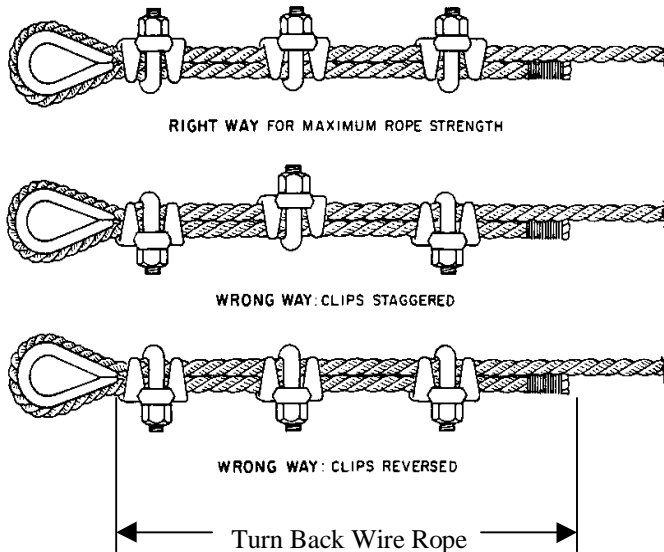
- a. Insert the proper sized thimble at the dead-ending location. Turn back the specified amount of rope from the thimble or loop. Reference Table 1 on the next page to determine the amount of wire rope to turn back. Apply the first forged clip one base width from the dead end of the rope. Apply U-Bolt over the dead end of wire rope. The live end will rest in the saddle of the U-Bolt. Tighten all nuts evenly; alternate from one nut to the other until reaching the recommended torque.
- b. Apply the second clip as near to the loop or thimble as possible. Tighten all nuts evenly, alternating until the recommended torque.
- c. Apply the third clip (if applicable) spaced evenly between the first and the second clip. Take up rope slack & tighten all nuts evenly, alternating until the recommended torque.

Section I

Table 1: Forged Clip Information

Clip Size (inches)	Minimum No. of Clips	Amount of Wire Rope To turn back (inches)	Torque (ft./lbs.)
1/4	2	4-3/4	15
5/16	2	5-1/4	30
3/8	2	6-1/2	45
7/16	2	7	65
1/2	3	11-1/2	65
9/16	3	12	95
5/8	3	12	95
3/4	4	18	130
7/8	4	19	225
1	5	26	225

- d. Note: Below is a typical depiction of cable clip configuration and the number of clips may or may not be correct for this hoist. Hoists with greater or smaller cable diameters may require more or less clips.



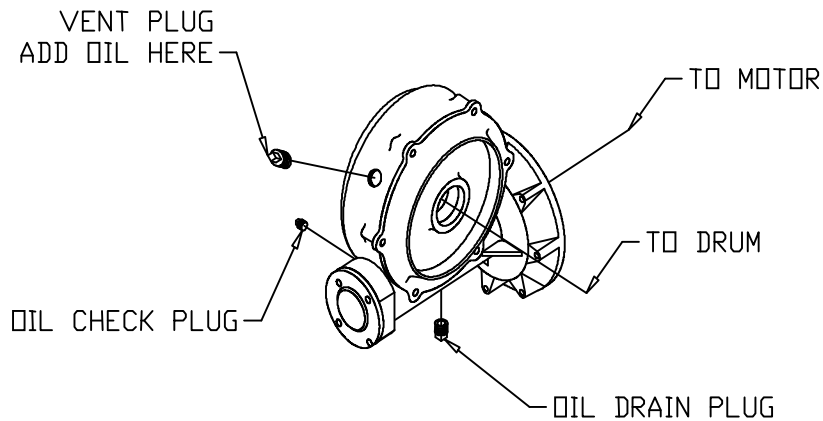
Section I

D. Gear Case Venting:

The Gear Case must be vented to decrease internal air pressure when the hoist is operating.

Locate the solid pipe plug inserted near the top side of the Gear Case. Note the “top side” is defined as the vertically higher side, regardless of how the hoist is mounted. Remove the solid pipe plug. Insert the vented pipe plug supplied with the hoist. Note the Vented pipe plug is “tagged” to the solid pipe plug. The solid pipe plug can now be discarded.

Your gear case may look slightly different. All plugs will be in the same or similar location.



Section I

E. Paddle Limit Valve:

The Paddle Limit Valve is considered standard equipment on all Electro Lift Air Hoists. This valve prevents the hoist from lifting the load up too far. It is set to activate after achieving a preset degree of rotation. Instructions to adjust the point of activation are included in this section. Twin Hook Hoists can be supplied with either (1) or (2) paddle limit valves.

How the Valves Work:

Most hoists are fitted with hook block(s). The wire rope pays off the drum down to the hook block(s) that is attached to the load. When the load is raised to its highest point, the hook block will hit the paddle limit valve assembly lever and activate the valve. The hoist will then stop.

1. Hoists with Frames:

The paddle limit valve on hoists within steel frames are set at the factory and no further attention is required at installation

2. OverHead or FloorMounted Hoists:

A limit valve assembly will be provided with your hoist unless otherwise indicated on your order. The assembly must be located and mounted at installation to prevent the load from ascending too far. The limit valve assemblies are adjustable; the point where the valve is activated may be set and altered as necessary. There is a set screw holding the roller arm in position on the valve. Loosen this set screw and rotate the roller arm to find the desired point of actuation. Tighten the screw to lock this position.

If the paddle limit valve has been activated, the hoist will stop. Press the DOWN button on the push button station to lower the hook block or load. During this descent, the lever will resume its normal position and the valve will automatically reset. No further action is required and normal operation may continue.

Section II

Operation of Hoist

Electro Lift, Inc. recommends following the guidelines listed in Section II to properly operate your hoist. These items are only a guide presented by Electro Lift. The Hoist Operator **MUST** be instructed in the safe and proper operation of hoists and should cross-reference ANSI B30.16-1998, OSHA 1910.179, and the Hoist Operator's Manual published by the Hoist Manufacturers Institute. The Hoist Operator must follow comply with all OSHA, ANSI, ASME, local, state, federal, and any other regulatory agency requirements. Please review the following Safe Hoisting Practices before using any Electro Lift Hoist. These practices **MUST** be employed during operation of the hoist.

A. Safe Hoist Practices

Hand operated and air hoists and trolleys of all types are designed with the safety of the operating personnel first in mind. Your own safety and that of your fellow workers will be assured when overhead materials handling equipment is used as recommended by the manufacturer. Disregarding such recommendations endangers life and property. Following are the basic safety rules worthy of your careful consideration and attention.

1. *Do not load beyond the rated capacity.*
2. *Do not use any overhead materials handling equipment for personnel.*
3. *Conduct a periodic visual inspection for signs of damage or wear.* Particular attention should be paid to the cable and hook. If the cable shows signs of wear or damage, or if the hook is distorted or opened, call this to the attention of the safety engineers before loading the hoist.
4. *Do not use hoisting cables as a substitute for slings -- Use slings only.* Cable or chain slings should be of proper size and type for load handling -- never use slings showing physical damage of any degree.
5. *Whenever the hoist is lowered in such a manner as to take the load off the wire rope, the operator should determine, before again making a lift, if the wire rope is properly reeved, on the drum.*
6. *Stand Clear of all loads* – If you must travel a load over the heads of other personnel, give ample warning of your intention before you move.
7. *Always “inch” the hoist into the load.* Running into the load at full hoist speed imposes excessive overloads on the hoist and could result in failure of parts and/or supporting structures. This is particularly true with high hoisting speeds.
8. *Limit Switches are for emergency use only and should not be tripped during normal operation.* If it is necessary to travel to the limit, use extreme caution and approach the limit in slow speed or by “inching.” Do not leave the hook block in contact with the limit valve assembly at the end of the hoist operation.
9. *Be sure the hoist raises and lowers properly when the corresponding push buttons or control ropes are operated.* A reversal of direction indicates a reversal of the rope on the drum or an interchange of piping on a push button – either of which would cause the limit switch to be inoperative. Do not under any circumstances operate the equipment until the trouble has been found and corrected.
10. *Center the hoist over the load before lifting.* Do not side-pull or end-pull.
11. *Know the hand signals for hoisting, cross travel, and crane travel if working with cab operated hoists or cranes.* Operators should accept the signals of only those persons authorized to give them.

Section II

12. *Do not leave the load suspended in the air unattended.*
13. *Do not jog controls unnecessarily.*

B. Push Button Station

The hoist's motions are controlled at the push button station. Push Button Stations are configured specific to your hoist. There are always hoist UP and DOWN buttons. Other options can include:

1. ON and OFF buttons
2. FORWARD and REVERSE buttons for Trolleys and/or Bridges
3. Emergency STOP Buttons
4. Key-lock Switches.
5. START/STOP for Maintained Push Button Stations Only.

Electro Lift hoists are provided with “momentary” push buttons for motion control. The buttons must be pressed in and held down to continue hoist motion.

This is a sample Push Button Station.

The Push Button Station on your hoist may look different.



Section III. Maintenance of Hoists

Electro Lift, Inc. recommends following the guidelines listed in Section III to properly maintain your hoist. These items are only a guide presented by Electro Lift. The end-user should cross-reference ANSI B30.16-1998 and OSHA 1910.179. and must comply with all OSHA, ANSI, ASME, local, state, federal and any other regulatory agency requirements. General service and maintenance must be done by qualified person(s) in accordance to ANSI B30.16-1998. Maintenance logs must be kept and all updated mandatory standards supercede the following information.

A. Gear Cases, Hoist & Trolley:

The Gear Case is filled with the correct amount of oil at the factory. (Note that vertically mounted gear cases must be completely filled with oil.)

1. Lubrication

- a. Type: Electro Lift has used Exxon Cyclesstic TK680, Electro Lift Part No. DM7146. Only this type oil, or an equivalent, must be used.

DO NOT use and Extreme Pressure (EP) oil. EP oils will damage the bronze worm wheel and create an unsafe condition.

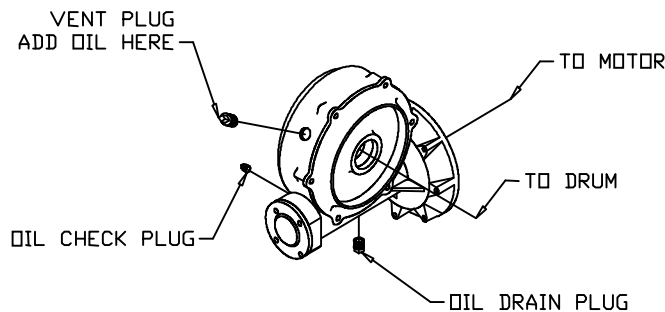
- b. The oil does need to be replaced at recommended intervals. First determine the service duty factor for the hoist. Reference Table 3: Hoist Duty Service Classification under “Inspections” in Part C, Section III. Change the oil as follows:

<u>Class</u>	<u>Oil Change Frequency</u>
H1 – infrequent or standby	3-7 years
H2 – light	3-7 years
H3 – standard	2-5 years
H4 – heavy	1-3 years
H5 – severe	6-12 months

Users must determine the severity of the operating conditions and adjust service intervals accordingly.

- c. The oil level must be checked and maintained.

Inspect the oil level according to the schedule indicated in “Inspections” in Part C of this Section. To check the oil level, locate the oil check plug as indicated below. Remove the check plug. Oil should flow from the gear case. If it oil does not flow from the gear case, add oil at the top vent plug. Continue to add oil until it flows from the gear case at the check plug.



Your gear case may look different. All plugs will be in a similar location.

- d. Initial Volume: The initial volume of gear case oil, as supplied from our factory, is indicated in the note section of the gear case drawing in Section IV of this manual.

Section III

B. Lubrication:

Reference Table 2: Lubrication Chart on the next page for appropriate lubricants

1. **BALL BEARINGS:** These are lubricated for life and require no further maintenance. These bearings are located at:
 - a. End(s) of drum shaft
 - b. Trolley Wheels
2. **HOOK BLOCKS:**
 - a. Bearings pressed in Hook Blocks are pre-lubricated
 - b. If your Hook block has a grease fitting (i.e. high capacity hoists), pump with general-purpose grease whenever regular maintenance is performed.
3. **INNER SHAFT SUPPORT BEARINGS and MISCELLANEOUS GREASE FITTINGS:**
 - a. If your hoist has inner shaft support bearings, (located between gear reducer and cable drums) or parts with Grease Fittings, pump with general-purpose grease whenever regular maintenance is performed.
4. **SPUR GEAR REDUCER UNITS** on “AB” or “BC” hoists only:
 - a. Spur Gears and their bearings are lubricated at the factory with grease. Do not add oil to the Spur Gear Housing.

Table 2: Lubrication Chart

Part	Lubricant	Quantity
Gear Cases: Hoist and Side Driven Trolleys	Electro Lift Part No. DM7146 Exxon Cyclesstic TK680 Oil or equivalent Note: Do not use Extreme Pressure Lubricants; these will damage the bronze worm wheel and create an unsafe condition.	for Trolley, Type "L" & "M": 8 oz for Type "A" & "AB": 14 oz for Type "B" & "BC": 18 oz for Type "C": 100 oz for Type "D": 200 oz
Spur Gear Reducer Units on "AB" or "BC" hoists	Electro Lift Part No. DM7154 Exxon Ronex MP Grease Note: Do not pour oil into Spur Gear Reducer Unit	As required
Wire Rope	Exxon Surett Fluid	As required

Section III

C. INSPECTIONS:

The following parts should be inspected in intervals according to the service duty of the hoist. Refer to Table 3: Hoist Duty Service Classification to first determine the class of the hoist. Worn parts must be replaced as needed. Contact Electro Lift for a recommended spare parts list and keep on hand spare parts for heavily used hoists. Provide the serial number of your hoist when contacting Electro Lift to ensure you receive the proper components.

- H-3, Standard Service - Conduct Inspections: Monthly
- H-4, Heavy Service: - Conduct Inspections: Weekly
- H-5, Sever Service: - Conduct Inspections: Daily

Table 3: Hoist Duty Service Classification

Hoist Class	Service Class	Typical Areas of Application
H1	Infrequent of Standby	Powerhouses and utilities, infrequent handling. Hoists used primarily to install & service heavy equipment, where loads frequently approach hoist capacity, with infrequent and widely scattered periods of utilization
H2	Light	Light machine shop and fabrication industries; service and maintenance work, where loads and utilization are randomly distributed with capacity loads infrequently handled, and where total running time of equipment does not exceed 10-15% of the work period.
H3	Standard	General machine shop, fabrication, assembly, storage and warehousing, where loads and utilization are randomly distributed, with total running time of equipment not exceeding 15-25% of the work period.
H4	Heavy	High volume handling in steel warehousing, machine shops, fabrication plants, mills, and foundries. Manual or automatic cycling operations in heat treating and plating operations. Total running time of equipment normally approaches 25-50% of work period, with loads at or near rated capacity frequently handled.
H5	Severe	Bulk handling of material in combination with buckets, magnets, or other heavy attachments, equipment often cab operated. Duty cycles approaching continuous operation are frequently necessary. User must specify exact details of operation, including weight of attachments.

Section III

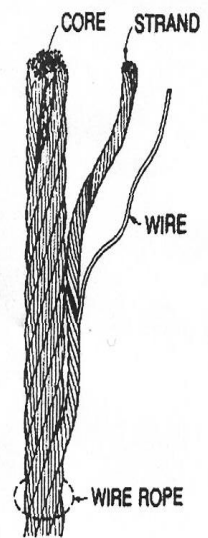
1. WIRE ROPE:

a. Wire Rope Inspection:

Check for any damaged, rusted, and broken strands in accordance to the information that follows. Damaged wire rope reduces the load capacity of the hoist and must be replaced as soon as possible. Wire rope must be purchased from Electro Lift to ensure the proper size and type is used on your hoist. Although typically Electro Lift can promptly ship wire rope from our stock, we recommend you keep a supply for immediate availability when required. Electro Lift is not responsible for, nor will our warranty cover, failed components not provided by Electro Lift.

Check for the following:

- (1) Rope Distortion such as kinking, crushing, unstranding, birdcaging, main strand displacement, or core protrusion.
- (2) General corrosion.
- (3) Broken or cut strands.
- (4) Number, distribution, and type of visible broken or cut wires.
- (5) Reduction of rope diameter due to loss of core support, internal or external corrosion, or wear of outer wires.
- (6) Damage from heat.
- (7) Corroded or broken wire at end connections.
- (8) Corroded, cracked, bent, worn, damaged, or improperly applied end connections.
- (9) Wire rope pulls through of end connection.
- (10) Tightening of clamping-type end connections. Checking torque of bolts of end connections for clamps that recommended a specified torque on the clamp bolts.
- (11) Rope lubrication. (Rope lubrication will extend the service life of the wire rope).



During wire rope inspection, special attention should be directed to sections of rope subject to rapid deterioration such as the following:

- Rope sections in contact with saddles, equalizer sheaves, or other sheaves where rope travel is limited.
- Rope sections at or near terminal ends where corroded or broken wires may protrude.
- Rope sections subject to reverse bends
- Rope sections that are normally hidden during visual inspection, such as sections passing over sheave.

Rope conditions found during the inspection should be recorded in a written report. Amount and type of rope deterioration from one inspection report until the next inspection report should be evaluated for determination if rope replacement is required.

Section III

- b. Wire Rope Replacement: Rope conditions found during an inspection, in addition to review of previous inspection reports, should be the basis for determination as to whether that hoist use should be discontinued and rope replacement is required. Rope conditions requiring replacement of the rope include the following:

- (1) One broken strand.
- (2) Twelve randomly distributed broken wires in one rope lay.
- (3) Four broken wires in one strand in one rope lay.
- (4) One outer wire broken at the contact point with the core of the rope that has worked its way out of the rope structure and protrudes or loops out from the rope structure.
- (5) Wear of one-third of the original diameter of outside individual wires.
- (6) Kinking, crushing, unstranding, birdcaging, main strand displacement, core protrusion, or any other damage resulting in deformation or distortion of the rope structure
- (7) Evidence of heat damage from any cause.
- (8) Corroded or two broken wires at a socketed or swaged end fitting.
- (9) Corroded, cracked, bent, damaged, or worn end fitting.
- (10) Reduction of rope nominal diameter greater than:
 - 1/64 inch (0.4mm) for rope diameters up to and including 5/16 inch (8 mm)
 - 1/32 inch (0.8 mm) for rope diameters over 5/16 inch up to and including 1/2 inch (13 mm).
 - 3/64 inch (1.2mm) for rope diameters over 1/2 inch up to and including 3/4 inch (19 mm).
 - 1/16 inch (1.6mm) for rope diameters over 3/4 inch up to and including 1-1/8 inch (29mm).
 - 3/32 inch (2.4 mm) for rope diameters over 1-1/8 inch up to and including 1-1/2 inch (38 mm).

2. WIRE ROPE CLIPS & THIMBLE:

- a. All clip nuts must be present and tightened to proper torque.
- b. Thimble must be in place.

3. LIMIT VALVES

- a. Check all limit valve assemblies for proper function.

4. BRAKE:

- a. Check for proper operation & air gap adjustment.
- b. Check internal parts (linings, armature plate, coils, etc.).
- c. Note as the brake linings wear, the hoist will not stop as quickly as when it was new. Adjust the brake according to additional Brake information supplied in this manual.

5. HOOK AND HOOK LATCH:

- a. Check hook for surface cracks or damage.
- b. Hook latch must be in place and function normally.

6. SHEAVES (HOOK BLOCK AND HOIST FRAME):

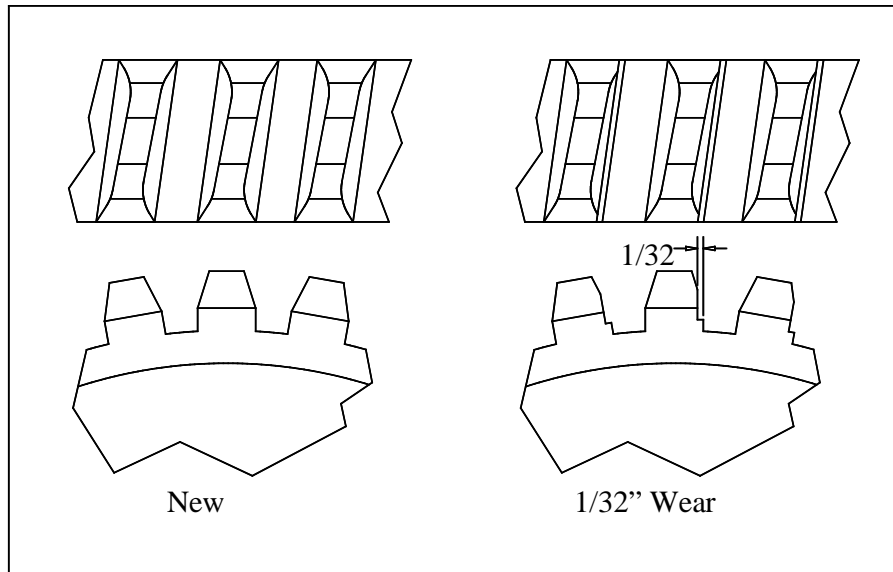
- a. Check for uneven wear.

7. DRUMS:

- a. Check for damage or excessive wear.

Section III

8. GEAR CASE:
 - a. Inspect around gear case for oil leakage.
 - b. Check oil seals, check for proper amount of lubricant. Refer to Part A of this Section for instructions on how to check the oil level.
 - c. Check the Worm Wheel for Excessive Wear. If the wear equals $1/2$ the thickness of the gear tooth, then the worm wheel is approaching the end of its service life. Replacement of the gear set should be scheduled.



Drawing No. 1
Worm Wheel Tooth Profile

9. SPUR GEAR REDUCER:
 - a. Check for unusual sounds.
 - b. Check all Bearings.
 - c. Check for lubricant. If the gears do not appear to be coated with grease, add until well lubricated. See Table 2: Lubrication Chart
10. TROLLEYS:
 - a. Check Trolley Wheels, Suspension Bolts, and the (2) hex nuts under each side of the frame. Ensure that the cotter pin is located through these hex nuts.
11. PUSH BUTTON STATION:
 - a. Check for proper operation.
 - b. Check function labels for legibility.
 - c. Check push button tubing for damage.
12. CAPACITY LABELS:
 - a. All capacity markings must be present and legible.
13. OVERALL:
 - a. Check all screws/bolts for tightness.

Section III

D. HOW TO CHANGE THE WIRE ROPE CABLE.

1. Remove any load from the hoist. Note the path of the cable, especially on Hoists reeved 4 Part Single
2. Remove cable where anchored, and remove the hook block.
3. Rotate the drum until the cable is completely removed from the drum and the cable clip is visible through a hole in the drum guard.
4. Seize the cable clip and pull the cable in through the drum until only several feet of cable extend from inside the drum.
5. Butt the end of new cable against old cable and cover this joint with cloth electric tape or equivalent substitute.
6. Ease the cable through the drum until several feet of new cable extend from the outboard end.
7. Fold over last four (4) inches of cable and apply the cable clip. Keep clip as close to the end as possible.
 - a. Malleable clips are used only for anchoring cable in drum.
 - b. Malleable clips are not intended to be load bearing.
 - c. Malleable clips have a smooth silver metallic appearance; forged clips have a dull gray color with a red "U" bolt.
 - d. Malleable clips are to be torqued to values less than indicated on the following table:

MALLEABLE CLIPS TORQUE CHART

<u>Cable Size</u>	<u>Torque to less than:</u>
1/4 "	15 Ft-Lbs.
5/16"	15 Ft-Lbs.
3/8 "	30 Ft-Lbs.
7/16"	40 Ft-Lbs.
1/2"	45 Ft-Lbs.
9/16"	50 Ft-Lbs.

8. Pull the cable back through the drum until the clip is firmly seated in the outboard hub of the drum. The Cable and clip should not extend beyond end of drum and strike drum guard.
9. Wind the cable on the drum. Make sure the first two wraps are tight.
10. Reeve the cables around the sheaves and anchor at the dead ending. Relieve all twist from the cable before anchoring.
 - a. NOTE: Forged clips must be used in all wire rope terminations that are load bearing.
11. Turn back the specified amount of rope from the thimble or loop. Apply the first forged clip one base width from the dead end of the rope. Apply U-Bolt over the dead end of wire rope. The live end will rest in the saddle of the U-Bolt. Tighten all nuts evenly; alternate from one nut to the other until reaching the recommended torque as noted in Table 1: Forge Clip Information on the next page.
12. Apply the second clip as near to the loop or thimble as possible. Tighten all nuts evenly, alternating until the recommended torque.
13. Apply the third clip (if applicable) spaced evenly between the first and the second clip. Take up rope slack & tighten all nuts evenly, alternating until the recommended torque.
14. If the old cable is broken and it is impossible to butt the new cable against it, install cable from the outboard end of drum, using this same principle as described above.

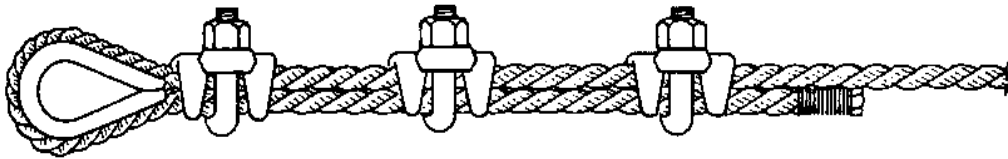
Section III

Table 1: Forged Clip Information

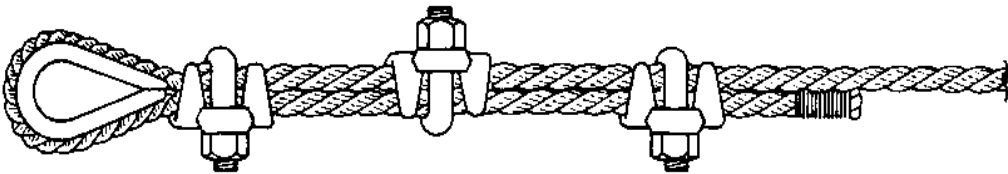
Clip Size (inches)	Minimum No. of Clips	Amount of Wire Rope To turn back (inches)	Torque (ft./lbs.)
1/4	2	4-3/4	15
5/16	2	5-1/4	30
3/8	2	6-1/2	45
7/16	2	7	65
1/2	3	11-1/2	65
9/16	3	12	95
5/8	3	12	95
3/4	4	18	130
7/8	4	19	225
1	5	26	225

Wire Rope Dead-Ending

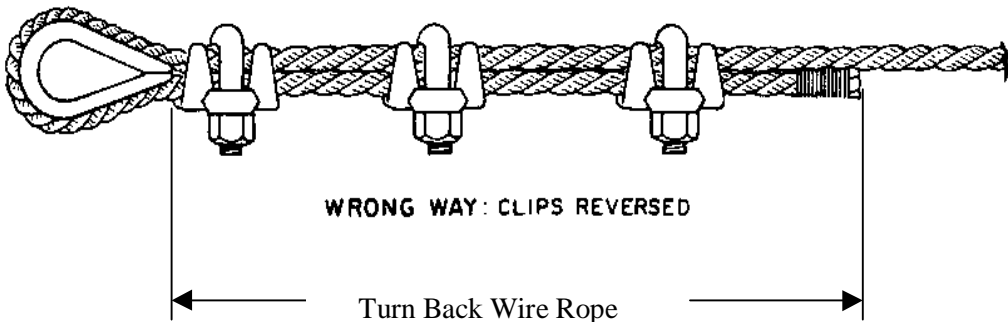
Note: This is a typical depiction of cable clip configuration and the number of clips may or may not be correct for your hoist. Hoists with greater or smaller cable diameters may require more or less clips.



RIGHT WAY FOR MAXIMUM ROPE STRENGTH



WRONG WAY: CLIPS STAGGERED

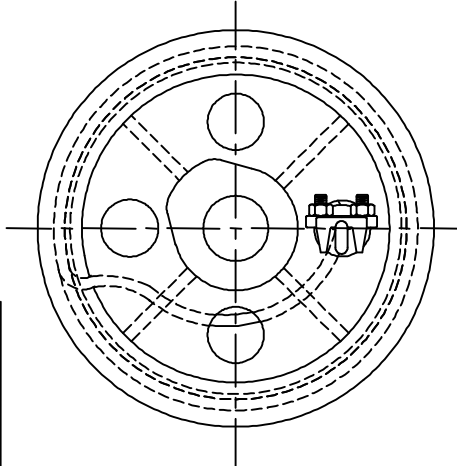
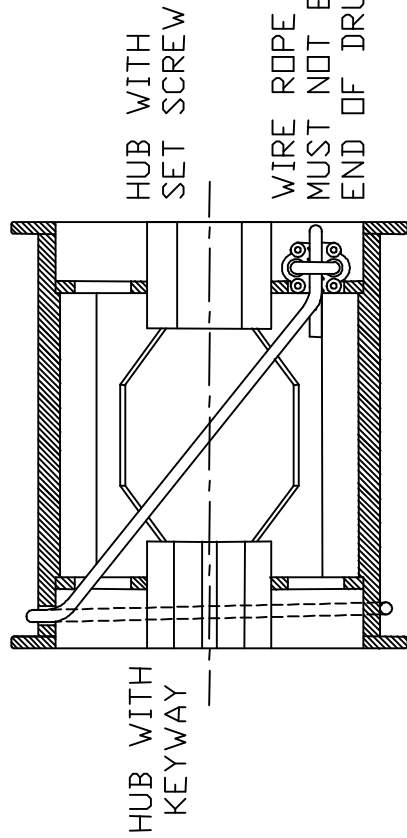


WRONG WAY: CLIPS REVERSED

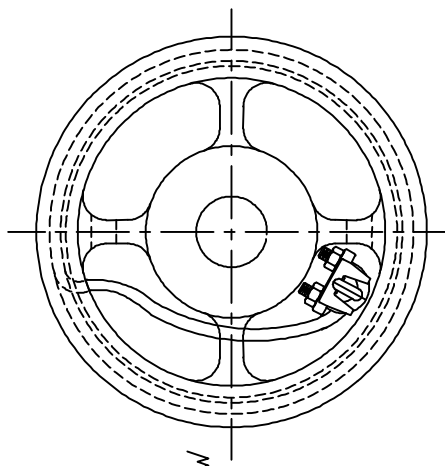
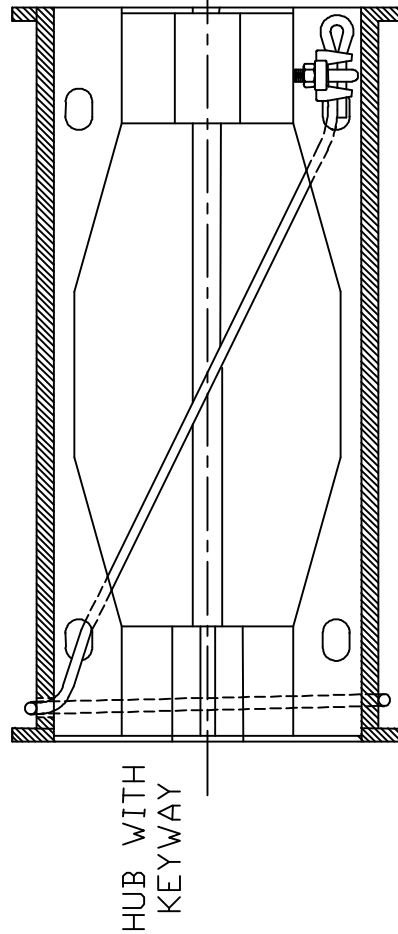
Turn Back Wire Rope

Section III

DEAD ENDING OF WIRE ROPE INSIDE ELECTRO LIFT DRUMS.



TYPE 1 DRUM - HOLES AT FLANGED ENDS.



TYPE 2 DRUM - SPOKES AT FLANGED ENDS.

REV. 2, 1/22/04