
# VIMAL Industries

Corporate Office -

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# Contents

" Hercules Hoists Limited a company established in 1962 is renowned corporate entity, having expertise in manufacture of material handling equipments. A diverse product range that encompasses Manual Hoists, Electric Hoists, Cranes, Ratchet Lever Hoist, Pulling & Lifting Machine, Automated Storage and Retrieval System, Conductors, etc. that fulfills the storage, retrieval and material handling needs of companies globally.

An integral part of the eminent Bajaj group, one of India's top business houses, the company has continuously outshined its standards of excellence. Its reputation of trust and reliability is bolstered by the testimony of its clientele.

## MANUFACTURING EXCELLENCE AT HERCUL£S HOISTS LIMITED

Hercules Hoists Limited has set up a modern manufacturing plant having ISO 9001-2008 certification is equipped with the latest technological know-how, CNC machines, ultra modern assembly lines and accurate testing equipment.

With work force of over one hundred employees comprising workers, officers and engineers, the company enforces strict quality control at every stage of manufacturing process, right from selection of raw material to the inspection of the finished products, which bears the IN mark of quality and reliability.


CERTIFICATE TÜV NORD

Management system as per
ISO 9001 : 2008

HERCULES HOISTS LTD.
CTS No. 432/B, 435, 452, Village Dhamani,
Near Naik Navre Chemicals, Taluka Khalapur,
Dist. Raigad, Khopoli - 410 202, Maharashtra,
India

Design and Manufacture of Hand Hoists, Electric Hoists,
Overhead Travelling Cranes and Stores Stacker Cranes

## AARKETTNG STRATEGY FOR A GLOBAL REACH

Aiming of reaching a global market, marketing division supported by business facilitators stationed at strategic locations interact direct|y with customers globally for material handling application solutions. Its products are marketed throughout India by 40 authorized marketing associates and network of dealers, representatives and liaison agents.

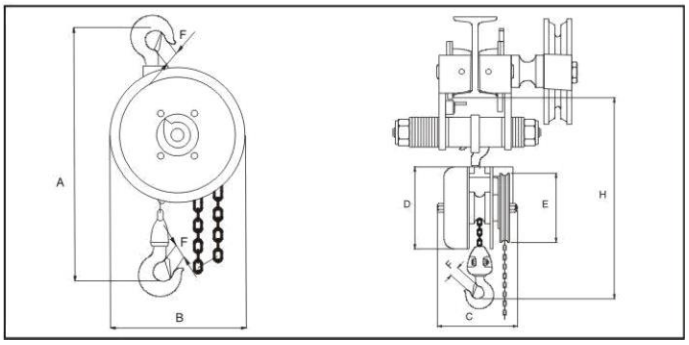

The company has registered sales of approximately 1.2 billion, $ 23 million and € 17 million making it an undisputed No. 1 brand with the largest market share. The company has also made its mark on the global scene by exporting material handling equipments to European, Middle East, Africa and South East Asian countries.

TÜV... Statement of Compliance

# Triple spur gear chain pulley block

## Model-P

- Manufactured in ISO 9001 : 2008 certified company
  Assured quality & interchangeability of parts
- Tested as per ISI procedure for So ⁰ over load
  Assured safety
- Grade 80 load chain & zinc plated hand chain
  Longer chain life
- Rugged German design, in use for more than 30 years
  Assured reliability
- Double ball bearing supported load wheel
  Smooth operation
- Precision machine case hardened alloy steel gears
  Long life, noseless operation
- Fully pocketed S.G. iron cast load chain wheel
  Long life, safe and smooth running
- Anti corrosive powder coated zinc plated parts
  Anti rust & better aesthetics




| Capacity | MT | 0.s | 1 | 2 | 3 | 5 | 7.5 | 10 |
|---|---|---|---|---|---|---|---|---|
| No. of falls | | 1 | 1 | 2 | 2 | 2 | 3 | 4 |
| Running pull on hand chain | Kgs. | 13 | 26 | 28 | 43 | 49 | 50 | 61 |
| Weight at 3 metre lit tappr0X.) | Kgs. | 21 | 21 | 30 | 35 | 60 | 88 | 126 |
| Extra weight per additional rretre lift (approx.) | Kgs. | 2.9 | 2.9 | 4.3 | 4.3 | 5.2 | 7.0 | 14.4 |

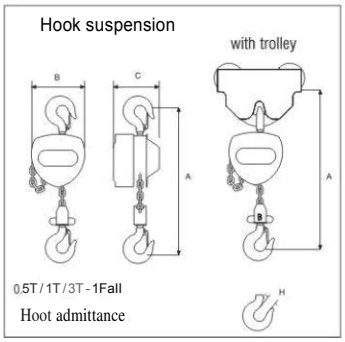
| Capacity MT | A | B | C | D | E | F | H | Mono blocks (not show I) H | Thrust fearing i0b0tt0m bl00k fl |
|---|---|---|---|---|---|---|---|---|---|
| 0.5 T | 460 | 210 | 180 | 210 | 195 | 3 | 050 | 500 | 580 |
| IT | 460 | 210 | 180 | 210 | 195 | 31 | 550 | 500 | 580 |
| 2T | 560 | 240 | 180 | 210 | 195 | 37 | 665 | 620 | Z60 |
| 3 T | 625 | 24D | 200 | 210 | 195 | 42 | 759 | 635 | 825 |
| 5 T | 810 | 320 | 225 | 275 | 270 | 51 | 885 | 780 | 1010 |
| 7.5 T | 910 | 455 | 225 | 275 | 270 | 75 | 1017 | 952 | 1135 |
| 10 T | 990 | 515 | 225 | 275 | 270 | 75 | 1120 | 1D25 | 1240 |

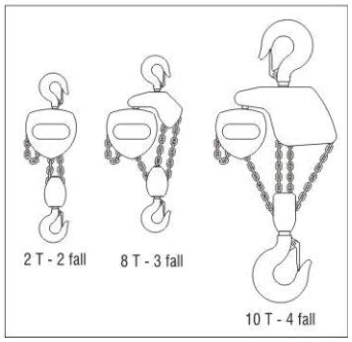
Data tolerance + 10%

# Triple spur gear chain pulley block


## Model-M

- Light weight & sturdy
  Ease of handling
- Lifelong lubrication
  Minimal maintenance reouired
- Surface hardened gears
  Extended working life
- Use of needle roller bearings
  High operating efficiency
- Smooth passage of load chain
  Machined guide rollers
- Smooth hand chain operation
  Unique cover design
- Self sustaining maintenance free friction brake
  Reduced downtime
- Grade 80 load chain for strength & wear resistance
  Longer chain life
- Anti corrosive powder coated finish
  Better aesthetics



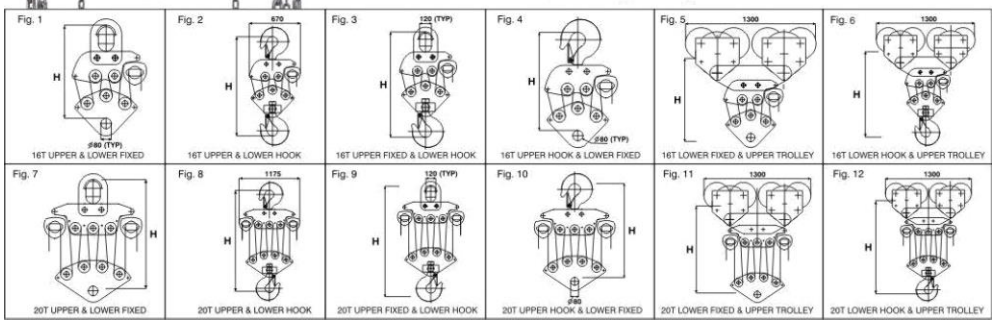

| Capacity | MT | 0.5 | 1 | 2 | 2.5 | 3 | 5 | 8 | 10 |
|---|---|---|---|---|---|---|---|---|---|
| Number of falls of load chain | No. | 1 | 1 | 2 | 1 | 1 | 2 | 3 | 4 |
| Dimensions | | | | | | | | | |
| A H00k SUS 9f\Si0f\ | mm | 335 | 400 | 461 | 530 | 575 | 805 | 880 | 950 |
| with trolley, ranges 1&2 | mm | 365 | 430 | 500 | 560 | 705 | 690 | 980 | 950 |
| with trolley, range 3 | mm | 405 | 470 | 540 | 605 | 720 | | | |
| B | mm | 155 | 180 | 180 | 238 | 230 | 280 | 430 | 480 |
| C | mm | 144 | 153 | 153 | 209 | 182 | 209 | 220 | 220 |
| H Hookadmittance | mm | 27 | 22 | 32 | 42 | 42 | 51 | 75 | 75 |
| • Weightat3M | kg | 10 | 13 | 19 | 29 | 27 | 59 | 94 | 130 |
| • ExtraweightperaddtionalMlift | kg | 1.4 | 1.8 | 2.6 | 3.0 | 3.0 | 5.7 | 7.9 | 10.1 |
| • Runningp8llonhandchain | kg | 28 | 30 | 33 | 37 | 36 | 41 | 46 | 43 |

Data tolerance 1 10%

# Triple spur gear chain pulley block


## Model-M

- Light weight & sturdy
  Ease of handling
- Lifelong lubrication
  Minimal maintenance required
- Surface hardened gears
  Extended working life
- Use of needle roller bearings
  High operating efficiency
- Smooth passage of load chain
  Machined guide rollers
- Smooth hand chain operation
  Unique cover design
- Self sustaining maintenance free friction brake
  Reduced downtime
- Grade 80 load chain for strength & wear resistance
  Longer chain life
- Anti corrosive powder coated finish
  Better aesthetics
- Compact design
  Low headroom & light weight



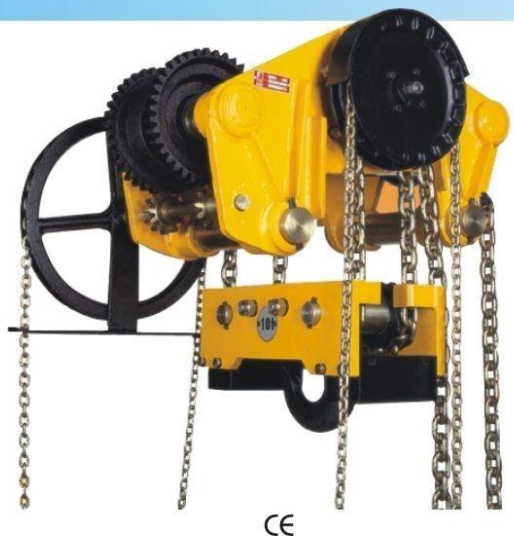

| Capacity MT | No. of falls | °fl8ng Ch8ln F9gtllf9d TO b9§8699d over ior lifting load through on8 mate...melres(ayprox.) | RMnning pjjll On hand chain | Hook opening | \gaighl for 1M addl. lift (approx.) |
|---|---|---|---|---|---|
| 16T | 6 | 468 | 45 Kg. | 95 mm | 14.5 Kg. |
| 20T | 8 | 624 | 46 X 2 Kg. | 95 mv | 20.2 Kg. |

| gofnbinations | Fig- | | 16 Tonne | | | | 20 Tonne | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 16T | 20T | Length mm | ¥/idth mm | neaoroom 'H' mm | weight for 3 M iin\x#.) (approx.) | Length mm | \gidth mm | Headroom 'H' mm | Weight f0r 3 M lift (kg.) (approx.) |
| Upper fixed eye suspension md lower fixed | \ | 7 | 670 | 220 | 640 | 138 | 1175 | 220 | 640 | 200 |
| Upper 6 lower swivelling hook | 2 | 8 | 670 | 220 | 1175 | 218 | 1175 | 220 | J75 | 280 |
| Upper fixed eye suspension and lower swivelling hook | 3 | 9 | 670 | 220 | 985 | 178 | 1175 | 220 | 985 | 240 |
| Upper swivelling look md lower fixed | 4 | 10 | 670 | 220 | 700 | 178 | 1175 | 220 | 700 | 240 |
| Trolley suspension and lower fixed | 5 | 11 | 1300 | *F+360 | 795 | 440 | 1300 | *F+360 | 795 | 500 |
| \f0ll9Y SUSg90Sl0f\ 8f1d l0W8f SWIY9llll1g h00k | 6 | 12 | 1300 | *F+360 | 1140 | 470 | 1300 | *F+360 | 1140 | 540 |

*F=FlangR wldth Df 'I' beam

Data tolerance 1 10°A

# Triple spur gear chain pulley block



## flodeI-U\E (Ultra short headroom)

› Compact design
Low headroom applications

▷ Integral trolley
Ultra short headroom design for maximum clear lift

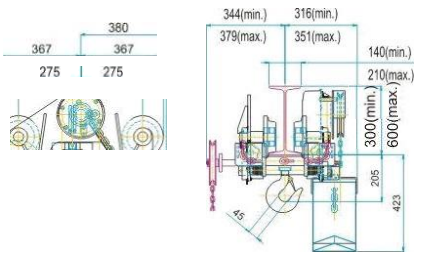
› Grade 80 load chain & zinc plated hand chain
Longer chain life

› Double ball bearing supported load wheel
Smooth operation

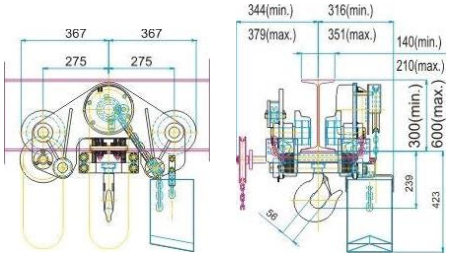
▷ Precision machine case hardened alloy steel gears
Long life, noiseless operation

› Fully pocketed S.G. iron cast load chain wheel
Long life, safe and smooth running

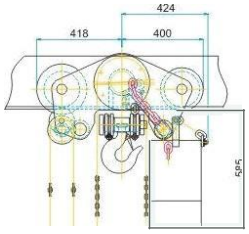
› Anti corrosive powder coated zinc plated parts
Anti rust & better aesthetics




1T / 2T / 3T Short head room CPB
Falls: 2 fall
Head room : 205




6T Short head room CPB
Falls: 4 fall
Head room : 239





IOT Short head room CPB
Falls: 4 fall
Head room : 257

| Capacity | uT | IT/2T | 3T | 6T | 10T |
|---|---|---|---|---|---|
| No. of falls | | 2 | 2 | 4 | 4 |
| Chain dia | mm | 8 | 8 | 8 | 12 |
| Headroom | mm | 205 | 205 | 289 | 350 |
| Weight at 3M LiR | kg | 110 | 115 | 210 | 350 |
| Weight per additional 1 meter lift | kg | 4.3 | 4.3 | 7 | 14.4 |
| Min. I-beam height | | 300 | too | 300 | 300 |

Data tolerance 1 10%

# Triple spur gear chain pull9/ #l0£k

## Model-SP (Spark proof)

- Tested as per ISI procedure for 50% over load
  Assured safety
- Grade 80 load chain & zinc plated hand chain
  Longer chain fife
- Rugged German design, in use for more than 30 years
  Assured reliability
- Double ball bearing supported load wheel
  Smooth operation
- Precision machine case hardened alloy steel gears
  Long life, noisefess operation
- Non-ferrous parts like chain wheels, chain guides, ratchet wheel and stripping fork
  Eliminates spark generation possibilities during rubbing of matfng components
- Anti-corrosive powder coated zinc plated parts
  Anti rust & better aesthetics

Fig. 1

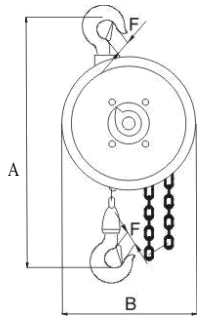
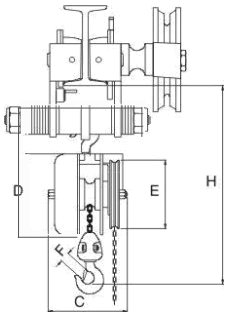



Fig. 2




| Capacity | MT | 0.5 | 1 | 2 | 3 | 5 | 7.5 | 10 |
|---|---|---|---|---|---|---|---|---|
| No. of falls | | 1 | 1 | 2 | 2 | 2 | 3 | 4 |
| Running pull on hand chain | Kgs. | 13 | 26 | 28 | 43 | 49 | 50 | 61 |
| Weight at 3 metre li1 (appr0X.) | Kgs. | 21 | 21 | 30 | 35 | 60 | 88 | 126 |
| Extra weight per additional rrete lift (approx ) | Kgs. | 2.9 | 2.9 | 4.3 | 4.3 | 5.2 | 7.0 | 14.4 |

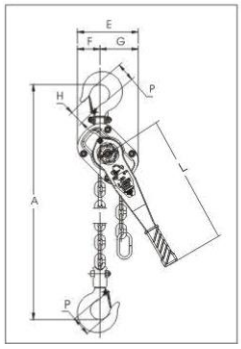
| Capacit **MT** | A | B | C | D | E | F | H | Mono blocks (not shown) | Thrust bearing in bottom black |
|---|---|---|---|---|---|---|---|---|---|
| 0.5 T | 460 | 210 | 180 | 210 | 195 | 31 | 050 | 500 | â80 |
| IT | 460 | 2D | 180 | 210 | 195 | 31 | 550 | 500 | 580 |
| 2 T | 560 | 240 | 180 | 210 | 195 | 37 | 665 | 620 | Z60 |
| 3T | 25 | 240 | 2B | 210 | 195 | 42 | 59 | 655 | 825 |
| 5 T | 810 | 320 | 225 | 275 | 270 | 51 | 885 | 780 | 1010 |
| 7.S T | 910 | 455 | 225 | 27S | 270 | 7S | 1017 | 952 | 1135 |
| 10 T | 990 | 515 | 225 | 275 | 270 | 75 | 1120 | 1025 | 1240 |

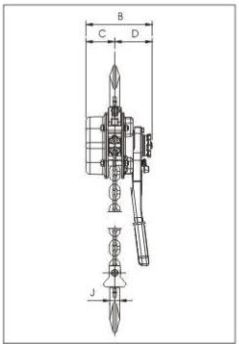
Data tolerance ñ q 0%

# Ratchet lever hoist

## Link chain type

- Use of link chain
  Allows more flexibility
- Superior asbestos free brake
  For safe operation
- Low operating effort
  Less fatigue to operator
- Robust steel construction
  Sturdy design
- Light weight and compact
  Ease of handling
- Grade 100 load chain
  Longer life & high safety
- Anti corrosive powder coated finish
  Better aesthetics
- Safety latch on hooks
  Safe operation
- Ergonomically design lever
  Ease of operation




| **Capacity** | *250 kg. | 750 kg. | 1.5 T | 3 T | 6 T |
|---|---|---|---|---|---|
| Number of falls | 1 | 1 | 1 | 1 | 2 |
| Dimensions (mm) | | | | | |
| 'A' minimum headroom | * | 275 | 345 | 420 | 570 |
| 'A' maximum for STD. lift | | 150D | 1500 | 1500 | 15D0 |
| B | 97 | 150 | 163 | 200 | 200 |
| C | 22 | 53 | 63 | 9D | 90 |
| D | 75 | 97 | 100 | 110 | 110 |
| E | 83 | 126 | 148 | 189 | 247 |
| F | 32 | 41 | 47 | 55 | 72 |
| G | 51 | 85 | 101 | 134 | 175 |
| H | 22 | 31 | 37 | 44 | 51 |
| P | 28 | 40 | 50 | 52 | 68 |
| J | 14 | 18 | 25 | 28 | 36 |
| L | 162 | 290 | 405 | 405 | 405 |
| Lift (STD. chain) (m) + | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Effort to raise full swl kg. | * | 22 | 32 | 39 | 44 |
| Weight kg. STD. chain | | 6.2 | 9.5 | 16.0 | 27.0 |
| Safety factor | | 5 | 5 | 5 | 5 |

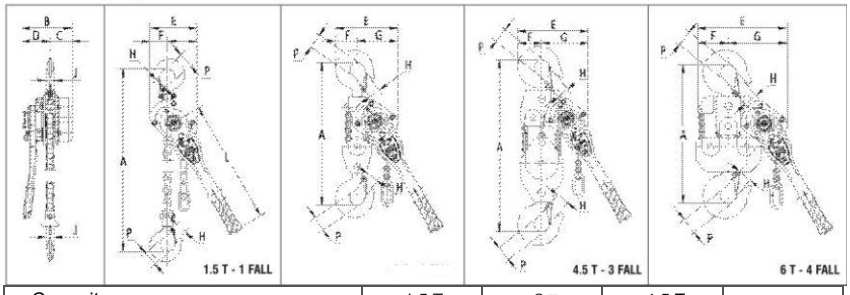
+ any height of lift is available on request
" under development, details available on request

Data tolerance 1 10%

# hatchet lever hoist

## #oller chain gpe

- Use of roller chain
  High strength, no twist
- Superior asbestos free brake
  For safe operation
- Low operating effort
  Less fatigue to operator
- Robust steel construction
  Sturdy design
- Light weight and compact
  Ease of handling
- Anti corrosive powder coated finish
  Better aesthetics
- Safety latch on hooks
  Safe operation
- Ergonomically design lever
  Ease of operation




| Capacity | 1.5 T | 3T | 4.5 T | 6T |
|---|---|---|---|---|
| Number of falls | 1 | 2 | 3 | 4 |
| Dimensions (mm) | | | | |
| 'A' minimum headroom | 345 | 465 | 598 | 451 |
| 'A' maximum for STD. lift | 1500 | 1500 | 1500 | 1500 |
| B | 176 | 176 | 176 | 176 |
| C | 70 | 70 | 70 | 70 |
| D | 106 | 106 | 106 | 106 |
| E | J48 | 204 | 245 | 292 |
| F | 47 | 71 | 83 | 100 |
| G | 101 | 133 | 162 | 192 |
| H | 37 | 38 | 45 | 45 |
| P | 50 | 48 | 53 | 53 |
| J | 25 | 30 | 33 | 33 |
| L | 405 | 405 | 405 | 405 |
| Lift (STD. chain) (m) + | 1.5 | 1.5 | 1.5 | 1.5 |
| Effort to raise full swl kg. | 36 | 40 | 42 | 44 |
| Weight kg. STD. chain | 15 | 22 | 2B | 40 |
| Safety factor | 5 | 5 | 5 | 5 |

+ any height of lift is available on request

Data tolerance ñ 10%

# Polling 8 lifting machine


Manufactured in ISO 9001:2008 certified company
Assured quality and intcrchan¿oability ot parts

Rugged and light weight steel body
Assured reliability in difti ult conditions, castor to handle

Anti corrosive powder coated, zinc passivated parts
Anti i u st & be ttoi ac sthctics

Alloy steel heat treated jaws
Long like, prevents sli ppiny

Shear pin in forward/lifting lever,
Prevents over loading, safety ensured

Ergonomically designed lever
Ease uf operation

| Specification | | Unit | Model | | |
|---|---|---|---|---|---|
| | | | PL - 1 | PL- 2 | PL- 3 |
| Normal capacity | Liftllflg | MT | 0.8 | 1.6 | 3.2 |
| | Pulling | MT | 1.25 | 2.5 | 5.0 |
| Wire rope diameter | | mm | 8/8.3 | 11/11.3 | 16/16.3 |
| Rope breaking load | | Kg | 4000 | 8000 | 16000 |
| Length of telescopic operating handle | | mm | 860 | 620/1040 | 620/1040 |
| Effort on operating handle | | Kg | 30 - 45 | 40 – 65 | 50-8o |
| Overall dimensions (L x W x H) | | m | 0.44 x 0.1 x 0.28 | 0.56 x 0.13 x 0.36 | 0.70 x 0.15 x 0.4 |
| Weight of unit | | Kg | 7.5 | 15 | 30 |
| Wire rope weight per metre | | Kg | 0.27 | 0.51 | |

Data tolerance + 10%

# Push-pull/geared travelling tr0lley

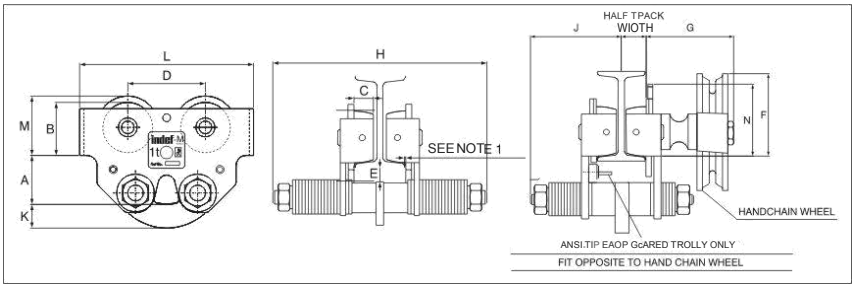

> Available in push or hand geared travel.

> Anti drop and de-railing guide

> Precision-machine runners mounted on sealed ball bearings.

Available in three basic range with further adjustment of flange width.

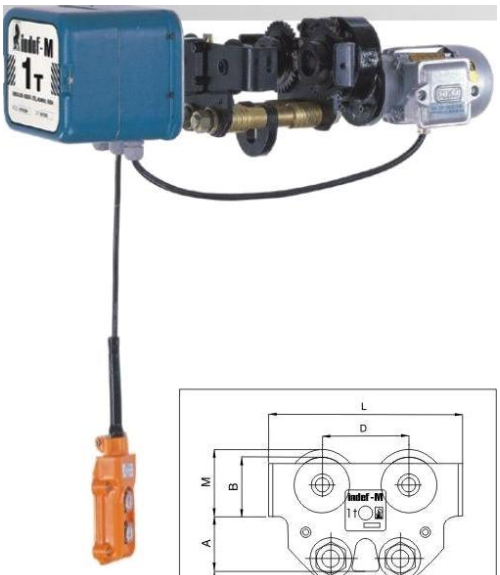
^ Anti corrosive powder coated finish.




| | | | Push | Push / Geared | | Geared | Geared |
|---|---|---|---|---|---|---|---|
| Capacity | | MT | 0.5 | 1 | 3 | 5 | 10 |
| Insioe of wheel flanges mm | Range 1 | | 50-130 | 58-150 | 90-160 | 1 T 0-150 | 140-180 |
| | Range 2 | | 140-200 | 150-210 | 160-220 | 160-210 | 190-210 |
| | Range 3 | | 210-305 | 210-305 | 220-305 | 215-265 | 215-245 |
| s seat of susp. plate to runner trea0/beam bottom | Range 1 & 2 mm | | 75 | 89 | 110 | 84 | 137 |
| | Range 3 mm | | 115 | 129 | 155 | | |
| B Runnar tread diameter mm | | | 50 | 65 | 00 | 175 | 225 |
| C Runner tread width mm | | | 20 | 25 | 30 | 45 | 50 |
| u Runner centres | (pusn mm | | 70 | 90 | 125 | | |
| | (geared) mm | | | 128 | 157 | 253 | 313 |
| E Underside of runner to suspension plate | | | 18 | 28 | 28 | | |
| F Underside of runners to top of hand chain wheel, geared travel only mm | | | 101 | 106 | 123 | | |
| G Beamflange to shaft end mm | | | | 124 | 124 | 180 | 275 |
| H Overall width, push travel only | Range 1 | mm | 210 | 248 | 276 | | |
| | Range 2 | mm | 320 | 320 | 340 | | |
| | Range 3 | mm | 410 | 410 | 425 | | |
| J Crossbolt to track centreline on ungeared side (geared trolleys Dnly) | Range 1 | track widths J mm | - | 58-100 | 100-\26 | 170 | 210 |
| | | | | 132 | 52 | | |
| | | track widths J mm | - | 100-140 | 126-153 | | |
| | | | | 120 | 134 | | |
| | Range 2 | track widths J mm | - | 140-166 | 153 192 | 200 | 225 |
| | | | | 164 | 184 | | |
| | | track widths J mm | - | 1b6-X 0 | 1Uz-?J6 | | |
| | | | | 152 | 166 | | |
| | Range 3 | track widths J mm | - | 210-263 | 216-263 | 225 | 240 |
| | | | | 238 | 205 | | |
| | | track widths J mm | - | 263-305 | 263-305 | | |
| | | | | 205 | 213 | | |
| a Depth of plata range 1, 2 o 3 mm | | | 2J | 21 | 34 | | |
| L Overall length | (pusn) mm | | 1b0 | zu0 | zru | | |
| | tgeareoj mm | | | 238 | 350 | 550 | 690 |
| M Underside of runner to flange tpush) mm | | | EU | 75 | 105 | | |
| N Underside of runner to gear tip lg• a •• F D"I | | | | 80 | 115 | | |
| Minimum radius DItfdCk curve mn | (pushy | | 1250 | 2000 | 2500 | | |
| | (geared) | | | 1500 | 1500 | 2600 | 3200 |
| Push travel weight in Kg | Range 1 | | 4.0 | 10.5 | 14.a | | |
| | Range 2 | | 4.5 | 11.0 | 20.0 | | |
| | Range 3 | | | 14.5 | 25.5 | | |
| Geared travel weight in Kg | Range 1 | | | 11.5 | 20.0 | 70 | 151 |
| | Range 2 | | | 12.5 | 21.5 | 72 | 153 |
| | Range 3 | | | 1b.0 | 27.0 | 75 | 155 |

Data tolerance ? 10%

# Ele‹tric trayelling tr0lley



Anti drop and de-railing guide

Precision-machine runners mounted on sealed ball beafings

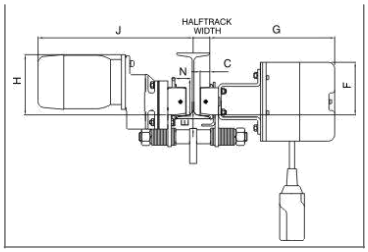
Available in three basic range with further adjustment of flange width

Anti corrosive powder coated finish

Non standard speeds, dual speeds available on request

Compatible to VVVF designs




| | | Electric | |
|---|---|---|---|
| Capacity | MT | 1 | 3 |
| Inside of wheel flanges mm | Range 1 | 58-150 | 90-160 |
| | Range 2 | t50-210 | 160-220 |
| | Range 3 | 210-305 | 220-305 |
| A Seat of susp. plate to runner tread mm | Range 18 2 | 89 | 110 |
| | Range 3 | 129 | 155 |
| B Runner tread diameter | mm | 65 | 90 |
| C Runner tread width | mm | 25 | 30 |
| D Runner centres | mm | 128 | 157 |
| E Underside of runner to suspension plate | | 28 | 28 |
| FUn de fn: nnerstotop d nt r a | .. | 120 | 120 |
| G Beam flange to Panel end miTI | | 287 | 287 |
| H Underside of runner to top of motor | | 138 | 138 |
| J n eline and oe | Range 1 track | 58-150 | 90-160 |
| | Range2 widths J mm | 350-390 | 360—395 |
| | | 150-210 | 160-220 |
| | ::zh,J .. | 390-420 | 395-425 |
| | Range 3 track | 210-305 | 220-305 |
| | widths J mm. | 4Z0-470 | 425-470 |
| K Depth of plate | Range 1,2&3 mm | 21 | 34 |
| L Overall length | mm | 238 | 350 |
| M Underside of runner to flange (push) mm | | 75 | 105 |
| N Underside of runner to gear tip (geared) mm | | 90 | 115 |
| Minimum radius of track curve mm | | 2000 | 2500 |
| Electric travel we›ght in kg | Range 1 | 22 | 31 |
| | Range 2 | 23 | 33 |
| | R e3 | 26 | 38 |
| Speed M/Min. motor HP/RPM | | 40 | 10 |
| | | 0.6/4 600 | 0.5/1500 |

Data tolerance * 109a

# All purpose chain electric hoist

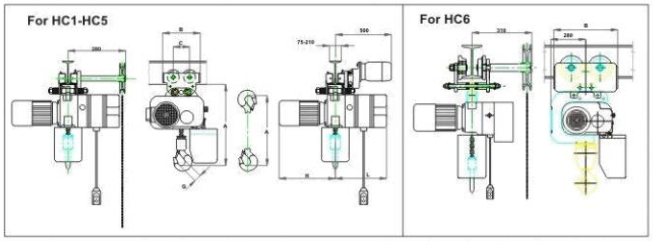

## Model - HC

- Manufactured in ISO 9001:2008 certified company
  Assured quality and interchangeabitity of parts
- Rugged European design
  Assured reliability
- Overload slipping clutch
  Safety assured
- Compact aluminium alloy cast body
  Light weight precision engineered
- Anti corrosive powder coated finish
  Better aesthetics
- Imported grade 80 surface hardened load chain for strength & wear resistance
  Longer chain life
- Built in electrical control panel
  Ready to use
- Ergonornically designed pendent control
  Easy of usage
- Swiveling bottom block
  Free rotation handling of loads
- Precision machine cut case hardened alloy steel gears and load chain wheel
  Long life, noise less operation

## Add on features:

Remote control, VVVF drive, special lower blocks, PLC.

Multiple hoist tandom automated operation.




## SPECIFICATIONS / DIMENSIONS (mm)

| | Chain Diameter in mm | FEM duty | ISO duty | Capacity in kg. | Lifting speed mpm Single | Lifting speed mpm Dual | No. of falls | Motor kw main/creep | Motor RPM | 'A' Headroom HOOK SUSP | 'A' Headroom PT | 'A' Headroom | B | C | G | H | L | Wt.(kg) Hook susp., 3m lift | Wt.(kg) with ET 3m lift |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HC1 012NH | 4 | | | 125 | 8 | | ONE | 0.25 | 1500 | 360 | 400 | 420 | 238 | 128 | 31.5 | 250 | 230 | 30 | 65 |
| HCI 012DH | | | | | | 8/2.6 | ONE | 0.25/0.08 | 1500/410 | 360 | 400 | 420 | | | 31.5 | 250 | 230 | 35 | 70 |
| HC1 025NL | | 1Am | M4 | 250 | 4 | | ONE | 02'5 | 1500 | 360 | 400 | 420 | | | 31.5 | 250 | 230 | 30 | 65 |
| HC1 025DL | | | | | | 4/1.3 | ONE | 0.25/0.08 | 1500/410 | 360 | 400 | 420 | | | 31.5 | 250 | 230 | 35 | 70 |
| HC2 025NH | 6 | | | | 8 | | ONE | 0.55 | 1500 | 440 | 460 | 460 | | | 31.5 | 350 | 280 | 40 | 75 |
| HC2 025DH | | | | | | 8/2.6 | ONE | 0.55/0.18 | 1500/410 | 440 | 460 | 460 | | | 31.5 | 350 | 280 | 44 | 79 |
| HC2 050NL | | 1Am | M4 | 500 | 4 | | ONE | 0.55 | 1500 | 440 | 460 | 460 | | | 31.5 | 350 | 280 | 40 | 75 |
| HC2 050DL | | | | | | 4/1.3 | ONE | 0.55/0.18 | 1500/410 | 440 | 460 | 460 | | | 31.5 | 350 | 280 | 44 | 79 |
| HC3 050NH | 7 | | | | 8 | | ONE | 0.9 | 1500 | 440 | 460 | 460 | | | 31.5 | 390 | 290 | 55 | 90 |
| HC3 OSODH | | | | | | 8/2.6 | ONE | 0.85/0.3 | 1500/460 | 550 | 560 | 560 | | | 31.5 | 390 | 290 | 60 | 95 |
| HC3 # OONL | | 1Am | M4 | 1000 | 4 | | ONE | 0.9 | 1500 | 550 | 560 | 560 | | | 31.5 | 390 | 290 | 55 | 80 |
| HC:2 #00DL | | | | | | 4/1.3 | ONE | 0.85/0.3 | 15 0 | 550 | 560 | 560 | | | 31.5 | 390 | 290 | 60 | 95 |
| HC4 # OONH | 10 | | | | 8 | | ONE | 1.84 | 1500 | 600 | 625 | 625 | | | 31.5 | 445 | 380 | 90 | 125 |
| HC4 #00DH | | | | | | 8/2.6 | ONE | 1.7/0.6 | 1500/460 | 600 | 625 | 625 | | | 31.5 | 445 | 380 | 94 | 129 |
| HC4 200NL | | 1Am | M4 | 2000 | 4 | | ONE | 1.84 | 15@ | 600 | 625 | 625 | 350 | 157 | 37.5 | 445 | 380 | 90 | 135 |
| HC4200DL | | | | | | 4/1.3 | ONE | 1.7/0.6 | T500/460 | 600 | 625 | 625 | | | 37.5 | 445 | 380 | 94 | 139 |
| HC4 250NL | | 1Am | M4 | 2500 | 4 | | ONE | 2.2 | 1500 | 600 | 625 | 625 | | | 37.5 | 445 | 380 | 90 | 150 |
| HC4 250DL | | | | | | 4/1.3 | ONE | 2.5/0.8 | 1S00f4£iO | 600 | 625 | 625 | | | 37.5 | 44S | 380 | 98 | 158 |
| HCS 300NL | | 1Am | M4 | 3000 | 4 | | TWO | 3.5 | 1500 | 950 | 870 | 870 | | | 45.5 | 300 | 400 | 125 | 185 |
| HC5 300DL | | | | | | 4/1.3 | TWO | 3.5/1.2 | 1500/460 | 950 | 870 | 870 | | | 45.5 | 300 | 400 | 135 | 200 |
| HC6 SOONL | | 1Am | M4 | 5000 | 4 | | TWO | 4.5 | 1500 | 1000 | NA | 1000 | 490 | 220 | 53 | 300 | 400 | 150 | 230 |
| HC6 SOODL | | | | | | 4/1.3 | TWO | 4.5/1 .5 | 1500/460 | 1000 | NA | 1000 | | | 53 | 300 | 400 | 160 | 250 |

Data tolerance ± 10%

NOTE :

* Kay abbreviations used in models are :

H- High Hoisting spaed(8 & above) N- Single speed (Normal speed)
L- Low Hoisting speed (4 & below) D- Dual speed

" All Dimensions in mm. Data is subjected to change without prior notice.

* Standard chain coilector upto 9.0m lift only.

# Medium duty chain electric hoist

## Model - Baby

- Manufactured in ISO 9001:2008 certified company
  Assured quality & interchangeability of parts
- Grade 80 load chain
  Higher safety factor & longer chain life
- Rugged German design in use for more than 30 years
  Assured reliability
- Precision machine case hardened alloy steel gears
  Long life noiseless operation
- Light weight simple mounting design
  Ease of installation
- Built in electrical control panel
  Ready to use
- Precision machine & hardened load chain wheel
  Longef life of LCW & chain smooth operation

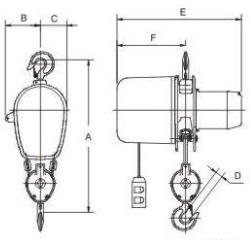



Fig.1

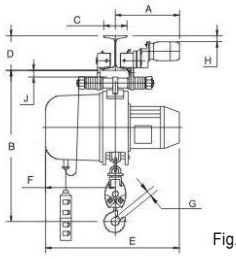



Fig.2

MENSIONS (mm)

"BABY" wilk Caali suspension (Fig.1)

| Capa | MT | 0.5 | 1 | 2 | | 0.5 | 1 | 2 |
|---|---|---|---|---|---|---|---|---|
| Chain falls | No. | 2 | 2 | 4 | A | 750 | 750 | 860 |
| Hoisting speed | m/min | 4.8 | 4.8 | 2.4 | B | 150 | 150 | 150 |
| H0iSt ITIOtOF | H.P. | 1.5 | 1.5 | 1.5 | C | 120 | 120 | 120 |
| "H8ipht Of MCX. lift (Ltd. 3 IT) | m | 9.6 | 9.6 | 4.8 | D | 31 | 31 | 37 |
| Length of control cable | m | At y OUT Ch0lC9 | | | E | 525 | 525 | 525 |
| Approx. wt. with chains for 3 m. lift | kg. | 63 | 63 | 65 | F | 285 | 285 | 285 |
| Approx. wt. per metre addisonal lift | kg. | 2.6 | 2.6 | 5.2 | | | | |

^ High9F liftS 0fl9FEd OF Ffi£ItJESt

| "BABY" with electric trolley (Fig.2) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Capacity | MT | 0.5 | 1 | 2 | | 05 | Q | 2 |
| Travelling speed | rri/min. | 10 | 10 | 10 | A f0r C Max | 493 | 493 | 500 |
| | | | | | A for C Min. | 370 | 370 | 395 |
| Travelling motor | H.I? | 0.25 | 0.25 | 0.25 | B | 840 | 840 | 965 |
| | | | | | CMax. | 305 | 305 | 305 |
| | | | | | CMin. | 58 | 58 | 90 |
| Min. runaway bend (radiMS Of £MfY6ttlfg) | mm | 1500 | 2000 | 2500 | DMin. | 150 | 150 | 200 |
| | | | | | | 525 | 525 | 525 |
| | | | | | F | 285 | 285 | 285 |
| | | | | | G | 31 | 31 | 37 |
| A$PF0X. W8igM \filth Ghàifl f0F 3 0Tt£ lift | kgs. | 87 | 87 | 96 | NJ Min. | 23 | 23 | 14 |
| | | | | | " J Max. | 28 | 28 | 28 |
| Approx. weight per metre additional lift. | kgs. | 2.6 | 2.6 | 5.2 | | | | |

to calculate dearance under baam subtract beam gange thk tness from 'J'

Data tolerance 1 10°A

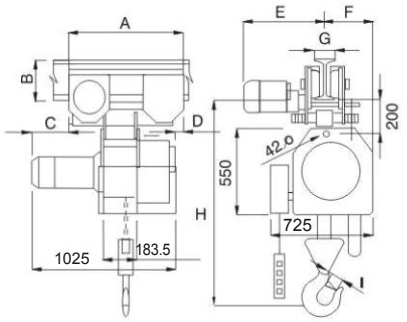
# Robust chain electric hoists


## flodel - Ch-III

- Manufactured in ISO 9001:2008 certified company
  Assured quality and interchangeability of parts
- Grade 80 load chain
  Higher safety factor & longer cha n life
- Truly modular constructor
  Easily accessible separate brake, motor, gearbox & pane! unit
- Rugged design in use for more than 20 years
  Assured reliability
- Precision machine cut hardened alloy steel gears and load chain wheel
  Long life, noiseless operation
- Built in control panel with std. electricals
  Ready to use
- Fail safe disc brake
  Trouble free operation and case of adjustment

### Add on features:

Remote control, VVVF drive,
Special lower blocks, PLC.
Multiple hoist tandom automated operation.




Electric chain hoist with electric trolley

## SPECIFICATIONS / DIMENSIONS (mm)

| Type | | | CH - III | | | |
|---|---|---|---|---|---|---|
| Class | | | II | | | |
| S.W.L. (Tonne) | | MT | 2.5 | 5.0 | 7.5 | 10 |
| No. of falls | | - | 1 | 2 | 3 | 4 |
| | Fixad suspension | Kg. | 328 | 381 | 402 | 427 |
| Appr. weight at | with electric trly. | Kg. | 500 | 525 | 550 | 800 |
| 3 mt. lift | with geared trly. | Kg. | 376 | 451 | 553 | 578 |
| Extra weight per add. mt. lift (approx.) | | Kg. | 3.3 | 6.6 | 9.9 | 13.2 |
| Hoisting speed mls./min | | MPM | 5.2 | 2.6 | 1.7 | 1.3 |
| "Travelling speed mts./min. | | MPM | 17 | 17 | 17 | 17 |
| Hois0ng motor | | HP (kw) | 5 (3.7) | 5 (3.7) | 5 (3.7) | 5 (3.7) |
| Travelling motor | | HP(kw) | 0.25 (0.18) | 0.5 (0.37) | 0.75 (0.55) x 2 | 0.75 (0.55) x 2 |
| A | Electric trolley | mm | 730 | 730 | 730 | 930 |
| | Gaared trolley | mm | 496 | 496 | 616 | 616 |
| B - min. | Electric trolley | mm | 250 | 250 | 250 | 250 |
| (ISMB) | Geared trolley | mm | 200 | 200 | 300 | 300 |
| C | Electric trolley | mm | 345 | 345 | 345 | 164 |
| D | Electnc trolley | mm | 60 | 60 | 60 | 72 |
| **E (min.-max.) | Electnc trolley | mm | 425-468 | 425-468 | 425 468 | 425-468 |
| F (min.-max.) | Electric trolley | mm | 260-303 | 325-368 | 385428 | 325-368 |
| G | Electric trolley | mm | 25-210 | 125-210 | 125-210 | 125-210 |
| (min.-max.) | Geared trolley | mm | 25-160 | 125-150 | 140-180 | 140-180 |
| H | With electric tray. | mm | 1050 | 1375 | 1500 | 1500 |
| (Head room) | With electric trly. | mm | 1175 | 1425 | 1550 | 1550 |

Data tolerance * 10%

# Model - CH-IV

i> Manufactured in ISO .9001 :2008 certified company
Assured equality and interchangeabiJity of parts

› Grade 80 load chain
Higher safety factor & longer ckain life

I> Truly modular constructor
Easily accessible separate brake, motor, gearbox 6 panel unit

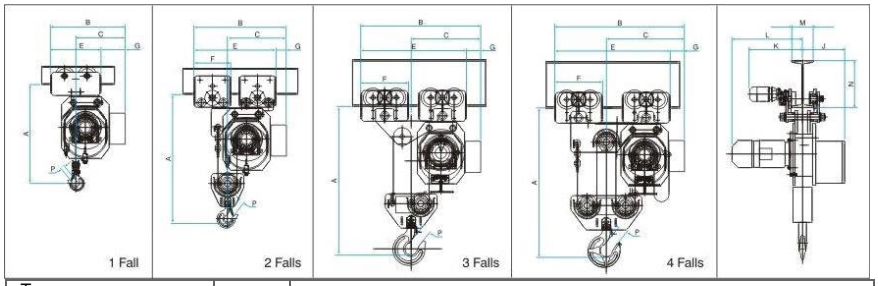
6 Rugged design in use for more than 20 years
Assured reliability

6 Precision machine cut case hard'ened alloy steel gears and load chain wheel
Long life, rioiseless operation

4 Built in control panel with std. electricals
Ready to use

› Fail safe disc brake
Trouble free operation and case of adjustment

Add on feattxes: - Remote control, VVVF drive, special lower blocks, PLC.
- Multiple hoist tandam automated operation.




SPEC ICAT ONS / ME S ONS (mm

| Type | | | CI•l-tY | | | |
|---|---|---|---|---|---|---|
| ClaM | | | II | | | |
| S.W.L. | | MT | 5 | 10 | i5 | 20 |
| No. of falls | | | 1 | 2 | 3 | |
| Hoisting speed | | M/MfN. | 8 | 4 | 2.B8 | Z |
| Hoisting motor KW. | | Kw | e.S | e.3 | 9.3 | 0.S |
| Yravejling spead | | M/MIN. | 17 | 17 | 17 | 17 |
| Travelling motor kW. | | Kw. | 0.S7 | 0.SS(2 Nos) | 0.75 (2 Nos.) | 0.75 (2 No4.} |
| Dimn. A (head ro0rn) | | mm | 985 | 1240 | 1600 | 1600 |
| Dimn. B | | mm | 721 | 895 | 1170 | 1260 |
| Dimn: C | | | éBO | 570 | 880 | 760 |
| Dimn. E | | | 46e | 7BS | 1030 | 1120 |
| Dimn. F (fef} | | mm | 486 | 356 | 462 | 462 |
| Dimn: Q | | mm | ZSS | 100 | 140 | 140 |
| Dimn, J | | | 425 | | | |
| Dimn. K | | 'mm | 400-460 | 44 D-A60 | 480-510 | 480-51.0 |
| Dimn. L (BBL motor) | | | .680 | 680 | 680 | 680 |
| Dimn.. L (COEL motor) | | mm | 770 | 770 | 770 | 770. |
| Dimn. M | | mm | 90-210 | 1M-210 | 15g-210 | '150-21.0 |
| Dimn. N (min.) | | | 175 | 250 | 450 | 450 |
| | | | | | | |
| Approx. weight | HOISt | Kg | 550 | 625 | 700 | 750 |
| | Trolle'y | Kg | 85 | 140 | 180 | 180 |
| | Total | A | 635 | 765 | 880 | 930 |

Data tolerance * 10'4

# Compact wire rope hoist


- Planetary gear box
  G wind smooth & low noise operation
- Gear box inside the drum
  Compact design
- Geared couplings
  Better ti"ansmisson
- Overload sensor
  Safety ensured
- Ring type rope guide
  Rugged design
- Optional rotary limit switch
  Limit hoisting moton posiNvJy
- Imported brake motor
  SOFT I II? I LI! tIS§ C CA U§tIUFIS
- Seamless tube drums
  Long life engineercd prods ct

Add on features:

- Remote control, VVVF drive special lower blocks, PLC .
- Multiple hoist tandom automated operation .
- Short headroom model.

## Capacity Range

500 l‹gs. - 40000 kgs.

## Lifts

3 mtrs. - 42 mtrs.

## Mountings

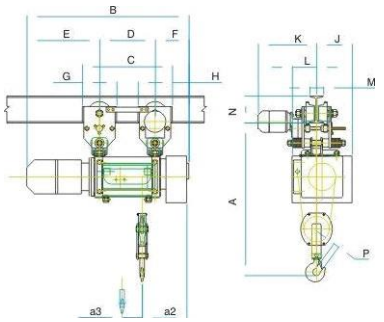
Fixed
Trolley suspension
Short headroom

## Types

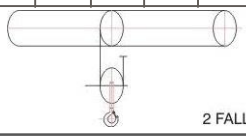
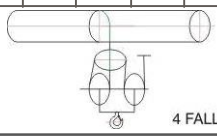
Standard
Twin hook
Double drum
LH/RH

* Flame proof versions available.

# HW - 2 (L) Wire rope hoists

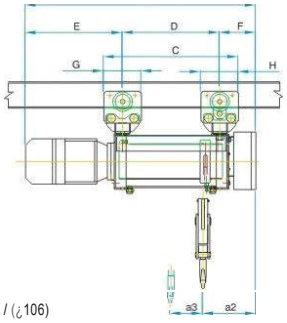


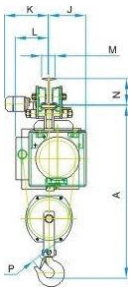

SPECIFICATION & DIMENSIONS (APPROX.) (±10%)

| TYPE | | nw - z (g | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DRUMLENGTH. | MM | 583 | 699 | 832 | 1032 | 1232 | 1432 | 1631 | 583 | 699 | 832 | 1032 | 1232 | 1432 | 1631 |
| swr cues - iv loners | | | | | I.zs | | | | | | | a.s | | | |
| LIFT | M | 28 J7 | | 2J.8 | 29.J | 8•t | 48.T | 50.0 | 6.4 | 0.6. | J 0.9 | 1A.0 | 0.2 ga.0 | 28.5 | |
| | |  2 FALLS | | | | | | |  4 FALLS | | | | | | |
| WIRE ROPE DIA. | mm | 8 | | | | | | | 8 | | | | | | |
| HOISTING SPEED | M/MIN. | 5.9 | | | | | | | 2.95 | | | | | | |
| HOISTING MOTOR KW. | Kw | 2.2 | | | | | | | 2.2 | | | | | | |
| TRAVELLING SPEED | M/MIN. | 17 | | | | | | | 17 | | | | | | |
| TRAVELLING MOTOR KW. | Kw | 0.18 KW | | | | | | | 0.37 KW | | | | | | |
| DIMN. A (HEAD ROOM) | mm | 1230 | | | | | | | 1180 | | | | | | |
| DIMN. (B) (Note-6) | mm | 1356 | 1472 | 1605 | 1805 | 2005 | 2205 | 2404 | 1356 | 1472 | 1605 | 1805 | 2005 | 2205 | 2404 |
| DIMN. C | mm | 873 | 989 | 1122 | 1322 | 1522 | 1722 | 1921 | 873 | 989 | 1122 | 1322 | 1522 | 1722 | 1921 |
| DIMN. D | mm | 553 | 669 | 802 | 1002 | 1202 | 1402 | 1601 | 553 | 669 | 802 | 1002 | 1202 | 1402 | 1601 |
| D1Mfl.E | mm | Na ie - 6 | | | {570)((TO)) | | | | (SEO)((500)) | | | | | | |
| DIMN. F | mm | 233 | | | | | | | 233 | | | | | | |
| DIMN. G | mm | 320 | | | | | | | 320 | | | | | | |
| DIMN. H | mm | 320 | | | | | | | 320 | | | | | | |
| DIMN. J | mm | 210 | | | | | | | 243 | | | | | | |
| DIMN. K | mm | 400 - 425 | | | | | | | 410 - 460 | | | | | | |
| DIMN. M | mm | 90 - 180 | | | | | | | 125 - 210 | | | | | | |
| DIMN. N (MIN.) | mm | Note - 5 | | | 175 | | | | 250 | | | | | | |
| DIMN. a3 | mm | 158 | 216 | 282 | 382 | 482 | 582 | 682 | 93 | 132 | 176 | 243 | 310 | 37 | 442 |
| APPROX. WEIGHT HOIST | KG | 220 | 234 | 249 | 272 | 303 | 318 | 341 | 242 | 256 | 271 | 294 | 317 | 340 | 363 |
| TROLLEY | KG | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| TOTAL | KG | 340 | 354 | 369 | 392 | 423 | 438 | 461 | 362 | 376 | 391 | 414 | 437 | 460 | 483 |

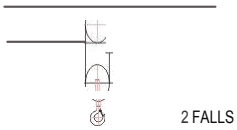
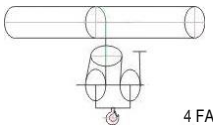
5) CHECK 'I' BEAM MOUNTING ARRANGEMENTS, TROLLEY PLATE WILL PROJECT 10 MM ABOVE 'I' BEAM.

# HW - 2 Wire rope hoists



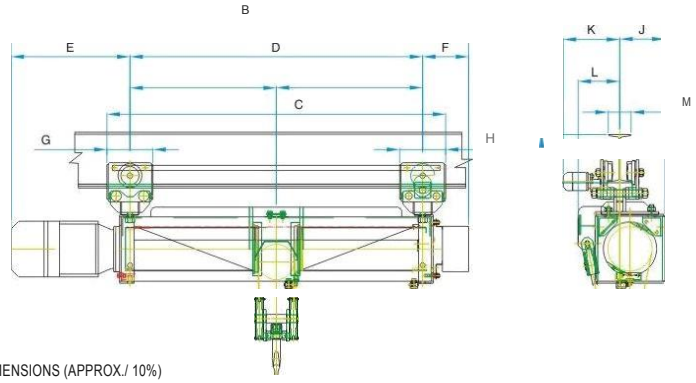




SPECIFICATION & DIIdENSIONS (APPROX / (¿106)

| TYPE | | HW - 2 | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | H1 | H2 | H3 | H4 | H5 | H6 | H7 | H1 | H2 | H3 | H4 | HS | H6 | H7 |
| 0RIJM LENGTH. | MM | 583 | 699 | 832 | 1032 | 1232 | 1432 | 1B31 | 583 | 699 | 832 | 1032 | 1232 t | 1432 | 1631 |
| SWL CLA88.I\| | TONNES | 3 | | | | | | | 6 | | | | | | |
| SQL CLASS - IV | T0N¥ES | 2.5 | | | | | | | 5 | | | | | | |
| LIFT | M | t0.5 | 14 | 18 | 24 | 30 | 36 | 42 | 5.25 | 7 | 9 | 12 | 15 | 18 | 21 |
| N0. OF FALLS | |  2 FALLS | | | | | | |  4 FALLS | | | | | | |
| Y/IRE ft0PE DIA. | MM | 10 | | | | | | | 10 | | | | | | |
| HOISTING SPEED | 6'MIN. | 8.2 | | | | | | | 4.1 | | | | | | |
| HOISTING MOTOR MW. | KW | 5.5 | | | | | | | 5.5 | | | | | | |
| TRAVELLING SPEED | M/MIN. | 17 | | | | | | | 17 | | | | | | |
| TRAVELLING MOTOR M. | KW | 0.37 KW | | | | | | | 0.55 KW | | | | | | |
| OIMN A fHEAD ROOM) | MM | 1280 | | | | | | | 1240 | | | | | | |
| OIMN 8 | MM | 1461 | 1577 | 1Y10 | 1910 | 2110 | 2310 | 2509 | 1461 | 1577 | t 710 | 1910 | 2110 | 2310 | 2509 |
| OIMN C | MM | 873 | 989 | 1122 | 1322 | 1522 | 1722 | 1921 | 873 | 989 | 1122 | 1322 | 1522 | 1722 | 1921 |
| OIMN 0 | MM | 553 | 669 | 802 | 1002 | 1202 | 1402 | 1601 | 553 | 669 | 802 | 1002 | 1202 | 1402 | 1601 |
| OIMN E | MM | Note-6 | (675) ((583)) | | | | | | (675) ((583)) | | | | | | |
| OIMN I | MM | 233 | | | | | | | 233 | | | | | | |
| OIMN G | MM | 320 | | | | | | | 320 | | | | | | |
| OIMN H | MM | 320 | | | | | | | 320 | | | | | | |
| gift j | MM | 2J 0 | | | | | | | 243 | | | | | | |
| OIMN X | MM | 400 - 425 | | | | | | | 410 - 460 | | | | | | |
| OIMN L | MM | 321 | | | | | | | 205 | | | | | | |
| 0IIdh. M | lylM | 90 - 180 | | | | | | | 125 - 210 | | | | | | |
| OIMN. fl (MIh.) | klM | Note-5 | 175 | | | | | | 250 | | | | | | |
| OIMNP | MM | 42 | | | | | | | 52 | | | | | | |
| 01Mh. a2 | lylM | 370 | | | | | | | 406 | | | | | | |
| 01Mh. a3 | MM | 158 | 216 | 282 | 382 | 482 | 582 | 682 | 93 | 132 | 176 | 243 | 310 | 376 | 442 |
| )H0IST | VG | 220 | 234 | 249 | 272 | 303 | 318 | 341 | 242 | 256 | 271 | 194 | 317 | 340 | 363 |
| APPROX WEIGHT ) TR0LLEY | VG | 120 | 120 | 120. | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 12D | 120 | 120 | 120 |
| )T0TAL | KG | 340 | 354 | 369. | 392 | 423 | 438 | 461 | 362 | 376 | 391 | 4J4 | 437 | 460 | 483 |

NOTES:
) 1:3 CREEP SPEED CAN BE GIVEN AT EXTRA COST & DIMENSION 'E' WILL INCREASE BY 165 MM.
2) TROLLEY 6RAKE CAN BE SUPPLIED AT EXTRA COST AND DIMENSIDN 'K WILL INCREASE BY 125 MM.
3) T3, 26 MPM TROLLEYS ALSO CAN BE SUPPLIED (SINGLE REDUCTION GEAR BOX) TROLLEY KW RATING WILL CHANGE.
4) 2. 2.B. 4, 8, 9 MPM TROLLEYS ALSO CAN BE SUPPLIED {DOUBLE REDUCTION GEAR BOX) AT EXTRA COST AND 'K' DIMENSION WILL INCREASE BY 46 MM. TROLLEY KW RATING WILL CHANGE.
5) CHECK 'I BEAM MOUNTING ARRANGEMENTS. TROLLEY PLATE WILL PROJECT 10 MM ABOVE 'I' BEAM.
6j SPECIFICATIONS IN (( ))ARE FOR IMPORTED (I OEL) MOTOR WITH AC BRAKES.
7) SPECIFICATIONS IN ( ) ARE FOR LOCAL {BBL) MOTOR WITH AC BRAKES.

# H¥/ - 2 (LE/éh) & H¥/ - J (LH/RH) ¥/ire r0§9 h0IStS

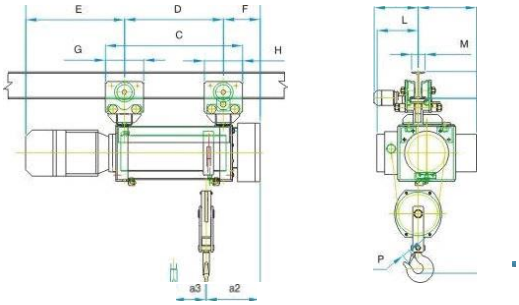



SPECIFICATION & DIMENSIONS (APPROX./ 10%)

| t TYPE | | | HW - 2 (LH/RH) | | | | | | | HW - 3 (LH/RH) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | H1 | H2 | H3 | H4 | H5 | H6 | H7 | HI | H2 | H3 | H4 | HS | H6 | H7 |
| DRUM LENGTH. | | MM | N.A. | 699 | 832 | 1032 | 1232 | 1432 | 1631 | N.A. | 706 | 836 | 1030 | 1225 | 1419 | 1613 |
| SWL CLASS - II | | TONNES | 3 | | | | | | | 5 | | | | | | |
| SWL CLASS - IV | | TONfJES | 2.5 | | | | | | | 4 | | | | | | |
| LIFT | | M | N.A. | 6.0 | 9.3 | 12.9 | T 6.6 | 20.2 | 23.8 | N.A. | 7.4 | 0 | 13.9 | 17.8 | 21.7 | 25.6 |
| N0. OF FALLS | | | 4,*2 FALLS | | | | | | | 4,''2 FALLS | | | | | | |
| WIREROBEDIA. | | MM | 8 | | | | | | | 10 | | | | | | |
| HOISTING SPEED | | M/MIN. | 8.2 | | | | | | | 8.4 | | | | | | |
| HOISTING MOTORKW. | | KW | 5.5 | | | | | | | 9 | | | | | | |
| TRAVELLING SPEED | | f/t*MIN. | 17 | | | | | | | 17 | | | | | | |
| TRAVELLIHGMOTORKW. | | M | 0.37 | | | | | | | 0.37 | | | | | | |
| DIMN. A (hEA0 ROOM ) | | MM | 1160 | | | | | | | 1400 | | | | | | |
| DIMN. (B) (Note-6) | | MM | N.A. | 1577 | 1710 | 1910 | 2110 | 2310 | 2509 | N.A. | 1738 | 1868 | 2062 | 2257 | 2451 | 2645 |
| DIMN. C | | MM | N.A. | 989 | 1122 | 1322 | 1522 | 1722 | 1921 | N.A. | 986 | 1116 | 1310 | 1505 | 1699 | 1893 |
| DIMN. D | | MM | N.A. | 669 | 802 | 1002 | 1202 | 1402 | 1601 | N.A. | g66 | 796 | 990 | 1185 | 1379 | 1573 |
| DIMN. E | | MM | Note-6 (675) ((583)) | | | | | | | Nate-5 (650) ((740)) | | | | | | |
| DIMN. F | | MM | 233 | | | | | | | 332 | | | | | | |
| DIMN. G | | MM | 320 | | | | | | | 320 | | | | | | |
| DIMN. H | | MM | 320 | | | | | | | 320 | | | | | | |
| DIMN. J | | MM | 210 | | | | | | | 260 | | | | | | |
| DIMN. K | | MM | 400 - 425 | | | | | | | 410 - 460 | | | | | | |
| DIMM. L | | MM | 321 | | | | | | | 240 | | | | | | |
| DIMN. M | | MM | 90 - 180 | | | | | | | 125 - 210 | | | | | | |
| DIMN. h (MU.) | | MM | Note-5 175 | | | | | | | 250 | | | | | | |
| DIMN. P | | MM | 42 | | | | | | | 52 | | | | | | |
| APPROK. WEIGHT | HOIST | KG | N.A. | 346 | 361 | 384 | 407 | 430 | 533 | N.A. | 522 | 542 | 571 | 600 | 629 | 778 |
| | TROLLEY | KG | N.A. | 120 | 120 | 120 | 120 | 120 | 120 | N.A. | 120 | 120 | 120 | 120 | 120 | 120 |
| | TOTAL | KG | N.A. | 466 | 481 | 504 | 527 | 550 | 653 | N.A. | 642 | 662 | 691 | 720 | 749 | 898 |

NOTES:
1) 1:3 CREEP SPEED CAN BE GIVEN AT EXTRA COST & DIMENSION 'E' WILL INCREASE BY 165 MM.
2) TROLLEY BRAKE CAN BE SUPPLIED AT EXTRA COST AND DIMENSION 'K WILL INCREASE BY 125 MM.
3) 13,26 MPM TROLLEYS ALSO CAN BE SUPPLIED (SINGLE REDUCTION GEAR BOX) TROLLEY KW RATING WILL CHANGE.
s) 2,2.8,4,8,9 MPM TROLLEYS ALSO CAN BE SUPPLIED (DOUBLE REDUCTION GEAR BOX) AT EXTRA COST AND 'K' DIMENSION WILL INCREASE BY 46 MIVI TROLLEY KW RATIBIG WILL CHANGE.
?) CHECK 'I' BEAM MOUNTING ARRANGEMENTS. TROLLEY PLATE WILL PROJECT 10 mm ABOVE 'I BEAM.
6) DIMENSIONS IN ( ) ARE FOR COEL {IMPORTED] MOTOR ANO DIMENSION B' IS FOR BIGGER LENGTH OF MOTOR.

# HW - 3 Wire rope hoists

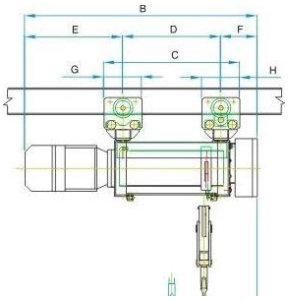



SPECIFICATION & DIMENSIONS (APPROX. (- 106)

| TYPE | | | HW - 3 | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | H1 | H2 | H3 | H4 | H5 | HB | H7 | H1 | H2 | H3 | H4 | H5 | H6 | H7 |
| ORUM LEKGTH | | MM | 593 | 708 | 836 | 1030 | 1225 | 1419 | \ 613 | s93 | 706 | 836 | 1030 | 1225 | 1419 | 1613 |
| SWL | CLASS - II | TOOOES | [redacted] | | | 5 | | | | | | | 1 0 | | | |
| SWL | CLASS - IV | TONNES | | | | 4 | | | | | | | 8 | | | |
| LIFT | | M | \ 0.S | 14 | 18 | 24 | 30 | 36 | 42 | 5.25 | 7 | 9 | 12 | 15 | 18 | 21 |
| N0. 0f FALLS | | | | | | ¿} 2 FALLS | | | | | | | " 4 FALLS | | | |
| WIRE ROPE DIA. | | MM | | | | 13 | | | | | | | 13 | | | |
| HOISTING SPEEO | | ld.'MII. | | | | 8.1 | | | | | | | 4.0 | | | |
| HOISTING MOTOR KB. | | KW | | | | (9.3) ((9)} | | | | | | | (9.3) ((9)) | | | |
| TRAVELLING SPEEO | | ld, M\ | | | | 17 | | | | | | | 17 | | | |
| TRAVELLING MOTOR KW. | | KB | | | | 0.37 KW | | | | | | | 0.55 KW (2 MOS.) | | | |
| 0IM0. A (HEAD ROOM j | | MM | | | | 1550 | | | | | | | 1530 | | | |
| 011\IN. ((B)J Note-6 | | MM | 1625 | \ 738 t | 1868 | 2062 | 2257 | 2451 | 2645 | 1625 | 1738 | 1868 | 2062 | 2257 | 2451 t | 2645 |
| 0IM0. C | | MM | 873 | 986 | 1116 | 1310 | 1505 | 1699 | 1893 | 909 | 1022 | 1152 | 1346 | 1541 | 1735 | 1929 |
| 8!*8- 8 | | MM | M3 | 66g | 796 | 990 | 1185 | 1379 | \ 573 | 553 | 666 | 796 | 990 | 1185 | 1379 | 1573 |
| Oi\IN. E | | MM | Note-5 | | | (650) ((740)) | | | | | | | (650) ((740)) | | | |
| 0IM0. F | | MM | | | | 332 | | | | | | | 332 | | | |
| DIMM. G | | MM | | | | 320 | | | | | | | 356 | | | |
| DIL10. H | | MM | | | | 320 | | | | | | | 356 | | | |
| DIMM.J | | MM | | | | 512 | | | | | | | 486 | | | |
| 0IM0.K | | MM | | | | 410-460 | | | | | | | 410 - 460 | | | |
| 0IMfl. L | | | | | | 408 | | | | | | | 434 | | | |
| DIMN. M | | MM | | | | 125 - 210 | | | | | | | 125 - 210 | | | |
| DIMM. N (MII.) | | ** | | | | 250 | | | | | | | 250 | | | |
| 0IM0.P | | MM | | | | 52 | | | | | | | 78 | | | |
| 0IMh. a2 | | MM | | | | 484 | | | | | | | 587 | | | |
| 0IMh. a3 | | MM | 146 | 202 | 268 | 365 | 462 | 559 | 656 | 63 | 100 | 144 | 209 | 274 | 338 | 403 |
| APPROXWEIGHT | HOIST | KG | 325 | 342 | 362 | 391 | 420 | 449 | 478 | 355 | 372 | 392 | 421 | 450 | 479 | 508 |
| | TROLLEY | KG | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 140 | 140 | 140 | 140 | 140 | 140 | 140 |
| | TOTAL | KO | 445 | 462 | 482 | 511 | 540 | 569 | 598 | 49S | 512 | 532 | 561 | 590 | 619 | 648 |

NOTES .
I ) z 3 CREEP SPEED CAN BE GIVEN AT EXTRA CDST & DIMENSION E' WILL INCREASE BY 1G5 MM.
2) TROLLEY BRAKE CAN BE SUPPLIED AT EXTRA COST AND DIMENSIDN K WILL INCREASE BY 125 MM.
3J T 3. 26 MPM TROLLEYS ALSO CAN *BE* SUPPLIED (SINGLE REDUCTION GEAR BOX) TROLLEY KW RATING WILL CHANGE.
4) 2. 2.8. 4. 8. 9 MPM TROLLEYS ALSO CAN BE SUPPLIED (DOUBLE REDUCTION GEAR BOX) AT EXTRA COST AND K DIMENSION WILL INCREASE BY 4-8 MM. TROLLEY KW RATING WILL CHANGE.
5) SPECIFICATIONS IN I( ))ARE FOR IMPORTED (COELJ MOTDR WITH AC BRAKES.
6) SPECIFICATIONS IN ( ) APE FOR LOCAL fBBL) MOTOR WITH AC BRAKES.

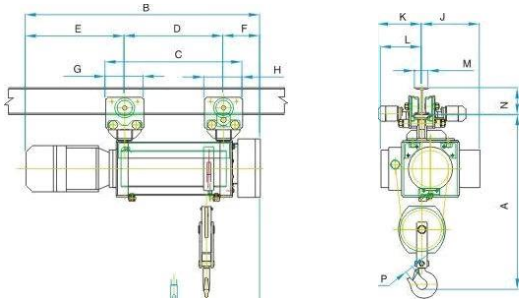
# H¥/ - 4(L) U/ire r0pe h0ittt




SPECIFICATION & DIMENSIONS IAPPROX.) (t 10°. )

| TYPE | | | HW - 4 (L) | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | HI) | H2 | H3 | H4 | H5 | H6 | H7 | H1) | H2 | H3 | H4 | H5 | H6 | H7 |
| DRUMLEOGTH. | | MM | 695 | 827 | 976 | 1201 | 1426 | 1651 | 1876 | 695 | 827 | 976 | 1201 | 1426 | 1651 | 1876 |
| SWL | CLASS-II | TONNES | | | | 6 | | | | | | | \2 | | | |
| SWL | CLASS - IV | TONNES | | | | 5 | | | | | | | 10 | | | |
| LIfT | | M | 14.2 | 19 | 24.2 | 32.2 | 40.2 | 48.2 | 56.2 | 7.I | 9.5 | \ 2.1 | 16.1 | 20.1 | 24.1 | 28.1 |
| N0. 0F FALLS | | | 2 fALLS | | | | | | | * 4 FALLS | | | | | | |
| WIRE ROPE DIA. | | MM | 13 | | | | | | | 13 | | | | | | |
| HOISTING SPEEO | | M'MI0. | 8.2 | | | | | | | 4.1 | | | | | | |
| HOISTING MOTOR KW. | | KW | 15 | | | | | | | 15 | | | | | | |
| T8AVELLIHG SPEEO | | M.'MIN. | 17 | | | | | | | 17 | | | | | | |
| TRAVELLING MOTOR KW. | | KW | 0.55 KW | | | | | | | 0.55 KW (2 NOS.) | | | | | | |
| DIMN. A (HEAD ROOM | | MI\1 | 1670 | | | | | | | 1660 | | | | | | |
| DIMN. ({8t) | | MM | 1911 | 2043 | 2192 | 2417 | 2642 | 2867 | 3092 | 1911 | 2043 | 2192 | 2417 | 2642 | 2867 | 3092 |
| DIMN. C | | MM | 991 | 1123 | 1272 | 1497 | 1T22 | 1947 | 2172 | 1121 | 1253 | 1402 | 1627 | 1852 | 2077 | 2302 |
| DIMN. 0 | | MM | 635 | 767 | 916 | 1141 | 1366 | 1591 | 1816 | 635 | 767 | 9J 6 | 1141 | 1366 | 1591 | 1816 |
| DIMN. E | | MM | Nate-5 | | | (785) | ((920)) | | | | | | (785) | ((920)) | | |
| DIMN. F | | MM | 356 | | | | | | | 356 | | | | | | |
| DI\IN. G | | MM | 356 | | | | | | | 486 | | | | | | |
| DIMN. H | | MM | 356 | | | | | | | 486 | | | | | | |
| DIMN. J | | MM | 539 | | | | | | | 500 | | | | | | |
| DIMN. r | | MM | 410 - 460 | | | | | | | 410 - 480 | | | | | | |
| DI\IN. L | | MM | 381 | | | | | | | 420 | | | | | | |
| DIMN. M | | MM | 125 - 210 | | | | | | | 150 - 210 | | | | | | |
| DIMN. N (MU.) | | MM | 250 | | | | | | | 450 | | | | | | |
| DIMN. P | | MM | 78 | | | | | | | 95 | | | | | | |
| DI\IN. a2 | | MM | 505 | | | | | | | 597 | | | | | | |
| DIMN. a3 | | MM | t83 | 249 | 324 | 436 | 549 | 661 | 774 | 91 | 135 | 185 | t 260 | 335 | 410 | 485 |
| APPROX. WEII2HT | HOST | KG | 480 | 504 | 540 | 550 | 596 | 642 | 688 | 530 | 550 | 5?0 | 590 | 696 | 742 | ?88 |
| | TROLLEY | VG | T 40 | 140 | 140 | 140 | 140 | 140 | 140 | 180 | 180 | 180 | \ 80 | \ 80 | 180 | 180 |
| | TOTAL | KG | 620 | 644 | 650 | 690 | 736 | 782 | 828 | 710 | 730 | 750 | 770 | 876 | 922 | 968 |

NOTES!
1) 1:8 CREEP SPEED CAN BE GIVEN AT EXTRA COST & DIMENSION 'E' WILL INCREASE BY IGA MM.
2) TROLLEY BRAKE CAN BE SUPPLIED AT EXTRA COST AND DIMENSION 'K' WILL INCREASE BY 12t MM.
3) 13. 28 MPM TROLLEYS ALSO CAN BE SUPPLIED (SINGLE REDUCTION GEAR BOX)TROLLEY KW RATING WILL CHANGE.
4) 2, 2.8, 4. 8. 9 MPM TROLLEYS ALSO CAN BE SUPPLIED {DOUBLE REDUCTION GEAR BOX) AT EXTRA COST AND 'X' DIMENSION WILL INCREASE BY 46 MM TROLLEY K\'V RATING WILL CHANGE.
5] SPECIFICATIONS IN (( ))ARE FOR IMPORTED (COEL] MOTOR WITH AC BRAKES.
6} SPECIFICATIONS IN ( ] ARE FOR LOCAL {BBL) MOTOR WITH AC BRAKES.

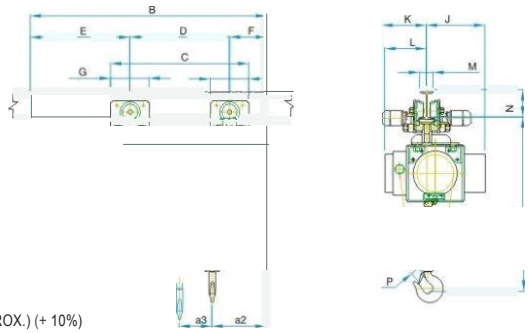



SPECIFICATION & DIMENSIONS (APPROX.) (+10%)

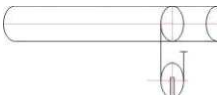
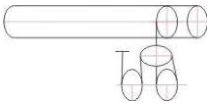
| TYPE | | HW - 4 (M) | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | H1 | H2 | H9 | H4 | HS | H6 | H7 | H1 | .HZ | H3 | H4 | H5 | .H6 | H7 | |
| DRUM LENGTH. | MM | 695 | 827 | 976 | 1201 | 1426 | 1651 | 1876 | 695 | 827 | 976 | 1201 | 1426 | 1651 | 1876 | |
| CLASS - II TON¥ES | | 7.5 | | | | | | | 15 | | | | | | | |
| SM CLASS - IV TONNES | | 6 | | | | | | | 12 | | | | | | | |
| LIFT | M | 10.5 | 14 | 18 | 24 | 30 | 36 | 42 | 5.25 | 7 | 9 | 12 | 15 | 18 | 21 | |
| N0. OF FALLS | | 2FALLS | | | | | | | 4FALLS | | | | | | | |
| WIREROPEOIA. | MM | 18 | | | | | | | 18 | | | | | | | |
| HOISTIHGSPEED | M/MIN. | 8.2 | | | | | | | 4.1 | | | | | | | |
| HOISTIHGMOTORKW. | M | 15 | | | | | | | 1S | | | | | | | |
| TRAVELLINGSPEED | M/MIN. | 17 | | | | | | | 17 | | | | | | | |
| TRAV£LLINGM0T0RM. | M | 0.55 KW (2 NOS.) | | | | | | | 0.75 KW (2 NOS.) | | | | | | | |
| DIMN. A (HEAD ROOM) | MM | 1860 | | | | | | | 1840 | | | | | | | |
| DIMN. ((B)) Note-6 | MM | }911 | 2043 | 21g2 | 2417 | Z842 | t 2867 | | 19t1 | 204g | 219S | 2417 | 2g42 | 288? | 3002 | |
| DIMN. C | *PI | .g91 | 11Z3 | t .1Z79. | 1497 | t 17S2 | 1947 | .'2172 | 1121 | TE5g | 1402 | .18Z7 | 1852 | 2B77 | 2302 | |
| DIMN. D | MM | B3S. | 787 | g1.g. | 1141 | t 1$g8 | t 1591 | tg1g | 835 | .707 | 916 | t14J | 1368 | :15$1 | 1816 | |
| DIMN. E | MM | hlata-5 | | | (785) ((920)) | | | | (785) ((020)) | | | | | | | |
| DIMN. F | MM | 356 | | | | | | | 356 | | | | | | | |
| DIMM. G | lgM | 356 | | | | | | | 486 | | | | | | | |
| DIMN. H | lgM | 356 | | | | | | | 486 | | | | | | | |
| DIMN. J | lgM | 539 | | | | | | | 500 | | | | | | | |
| DIMN. K | MM | 410 - 4B0 | | | | | | | 410 - 480 | | | | | | | |
| DIMN. L | lgM | 381 | | | | | | | 420 | | | | | | | |
| DIMN. M | | 125 - 210 | | | | | | | 150 - 210 | | | | | | | |
| DIMN. M (MIN.) | MM | 250 | | | | | | | 450 | | | | | | | |
| DIMN. P | MM | 78 | | | | | | | 9S | | | | | | | |
| DIMN. a2 | MM | 548 | | | | | | | 652 | | | | | | | |
| DIMN. a3 | MM | .g9 t 155 | | Z2g | 317 | 415 | 512 | 0Q8- | 40 | 7B | t21 | 1:8$ | 250 | 3†5. | 380 | |
| HOIST | KG | 489 | 504 | 610 | 550 | f 1 | 042 | Ogg | 530 | 6b0 | 570 | 5.00 | 606 | 742 | 7B8 | |
| APPROX. WEIGHT TR0LL£Y | KG | 1d0 | 140 | 140 | 140 | 1.40 | 140 | 100 | 180 | 180 | 1B0 | UD | 180 | t80 | 180 | |
| TOTAL | KG | 89g | 844 | 66Q | 890 | 78$ | 78S | B20 | 710 | 7gB | 750 | :770 | 876 | 9Z8 | 908 | |

NOTES:
1) 1:3 CREEP SPEED CAN BE GIVEN AT EXTRA COST & DIIVIENSION 'E' MLL INCREASE BY 165 MM.
2) TROLLEY BRAKE CAN BE SUPPLIED AT EXTRA COST AND DIMENSION 'K' MLL INCREASE BY 125 MM.
3) 12, 26 MPI\4 TROLLEYS ALSO CAN BE SUPPMED (SINGLE REDUCTION GEAR BOX) TROLLEY KW RATING WILL CHANGE.
4) 2, 2.8, 4, 8. 9 MPM TROLLEYS ALSO CAN BE SUPPLIED (DOUBLED REDUCTION GEAR BOX) AT EXTRA COST AND 'K' DIMENSION WILL INCREASE BY 46 MM TROLLEY MW RATING WILL CHANGE.
5) SPECIFICATIONS IN (( ))ARE FOR IMPORTED (COEL) MOTOR MTH AC BRAKES.
B) SPECIFICATIONS IN ( ) ARE FOR LOCAL (BBL) MOTOR MTH AC BRAKES.

# HP - 4(H) ¥/ire r0pe h0lttS

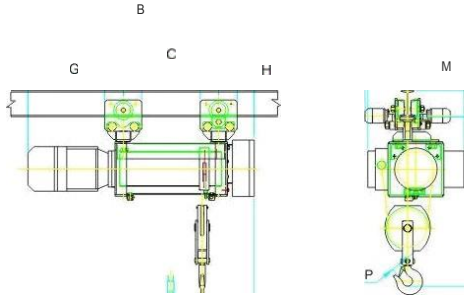



SPECIFICATION & DIMENSIONS (APPROX.) (+ 10%)

| TYPE | | | HW - 4 (H) | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | H1 t | H2 t | H3 | H4 | H5 | H6 | H7 | H1 | H2 t | H3 | H4 t | H5 | t H6 | H7 | |
| ORUM LENGTH. | | MM | B95 | 827 | 976 | 1201 | 1426 | 1651 | t 876 | 695 | 827 | 976 | 1201 t | 142B | 1651 | 1876 | |
| SWL | CI.ASS - II | TONNES | 10 | | | | | | | 20 | | | | | | | |
| SWL | CLASS - IV | TONNES | 8 | | | | | | | 16 | | | | | | | |
| LIFT | | M | 10.5 | 14 | 18 | 24 | 30 | 36 | 42 | 5.25 | 7 | 9 | 12 | 15 | 18 | 21 | |
| N0. OF FALLS | | |  2 FALLS | | | | | | |  " @ 4 FALLS | | | | | | | |
| WIRE ROPE DIA. | | MM | 18 | | | | | | | 18 | | | | | | | |
| H0ISTIX8 SPEEO | | M/MIN. | 6.7 | | | | | | | 3.3 | | | | | | | |
| HOISTING MOTOR KW. | | M | 15 | | | | | | | 15 | | | | | | | |
| TRAVELLING SPEEO | | M/kl1N. | 17 | | | | | | | 17 | | | | | | | |
| TRAVELLING MOTOR KW. | | KW | 0.55 KW (2 NOS.) | | | | | | | 0.75 KW (2 NOS.) | | | | | | | |
| OIMN. A (HEAD ROOM) | | MM | \ 860 | | | | | | | 1840 | | | | | | | |
| OIMh. ((8)) Note-6 | | Mu | 1911 t | 2043 | 2192 t | 2417 | 2642 t | 2867 | 3092 | 1911 | 2043 t | 2192 | 2417 t | 2642 | 2867 | 3092 | |
| OIMN. C | | MM | 991 | 1 \ 23 | 1272 | 1497 | 1722 | 1947 | 2172 | 1121 | 1253 t | 1402 | 1627 t | 1852 | 2077 | 2302 | |
| OIMN, 0 | | MM | 635 | 767 | 916 | 1141 | 1366 | 1591 | 1816 | 635 | 767 | 91g | 1141 | 1366 | 159t | 1816 | |
| 0IMh. E | | ** | Note-5 | | | (785) ((920)) | | | | (785) ((920)) | | | | | | | |
| 8!*8 8 | | MM | 356 | | | | | | | 356 | | | | | | | |
| 0IMh. G | | Idol | 356 | | | | | | | 486 | | | | | | | |
| OIMh. H | | MM | 356 | | | | | | | 486 | | | | | | | |
| gIMh. J | | MM | M9 | | | | | | | s0o | | | | | | | |
| 0IMh. k | | MM | 410 - 460 | | | | | | | 410 - 480 | | | | | | | |
| 0IMh. L | | MM | 381 | | | | | | | 420 | | | | | | | |
| 0IMh. M | | MM | 125 - 210 | | | | | | | 150 - 210 | | | | | | | |
| 0IMh. N (MIN.) | | MM | 250 | | | | | | | 450 | | | | | | | |
| OIMN, P | | MM | 78 | | | | | | | 95 | | | | | | | |
| 0IMh. a2 | | MM | 548 | | | | | | | 652 | | | | | | | |
| 0IMh. a3 | | MM | 99 | 155 | 220 | 317 | 415 | 512 | 609 | 40 | 78 | 121 | 186 t | 250 | 315 | 380 | |
| APPROX. WEIGHT | HOIST | KG | 480 | 504 | 510 | S50 | 596 | 642 | 688 | 530 | 550 | 570 | 590 | 696 | 742 | 788 | |
| | TROLLEY | KG | 140 | 140 | 140 | 140 | 140 | 140 | 140 | 180 | 180 | 180 | 180 | 180 | 180 | 180 | |
| | TOTAL | KG | 620 t | g44 | 850 | 890 | 736 | 782 | 828 | 710 | 730 | 750 | 770 | 876 | 922 | 968 | |

NOTES:
1} 1I3 CREEP SPEED CAN BE GIVEN AT EXTRA COST & DIMENSION 'E' WILL INCREASE BY 165 MM.
2) TROLLEY BRAKE CAN BE SUPPLIED AT EXTRA COST AND DIMENSION 'K' WILL INCREASE BY 125 MM.
3) 13. 26 IVIPM TROLLEYS ALSO CAN BE SUPPLIED (SINGLE REDUCTION GEAR BOX) TROLLEY MW RATING WILL CHANGE.
4) 2, 2.8. 4, 8, 9 MPM TROLLEYS ALSO CAN BE SUPPLIED (DOUBLED REDUCTION GEAR BOX) AT EXTRA COST AND 'K' DIMENSION WILL INCREASE BY 46 MM TROLLEY KW RATING WILL CHANGE.
5) SPECIFICATIONS IN ( ))ARE FOR IMPORTED (COEL) MOTOR WITH AC BRAKES.
6} SPECIFICATIONS IN ( ) ARE FOR LOCAL (BBL) MOTOR WITH AC BRAKES.

# H¥/ - 4 Eigh lift wire r0pe h0lStt

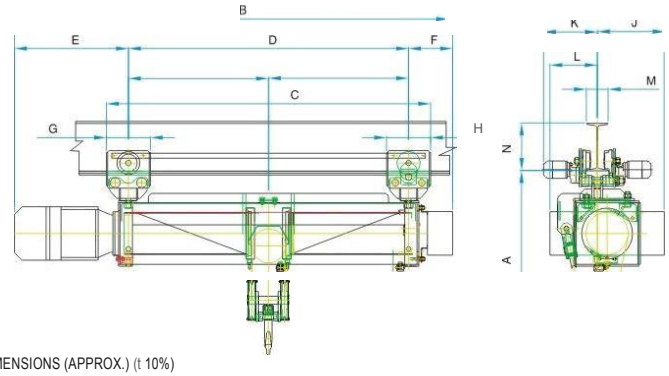



SPECIFICATION & DIMEfJSIONS (APPROX.) (t 10%)

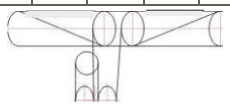
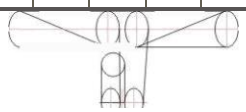
| TYPE | | | HW4 NIGH LIFT | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | H1 | H2 | H3 | H1 | H2 | H3 |
| DRUMLENGTH. | | MM | 1450 | 1700 | 1950 | 1850 | 2150 | 2450 |
| SWL CLASS-IN | | TONNES | 12 | | | 20 | | |
| SWL CLASS-IV | | TOhNES | 10 | | | 16 | | |
| LIFT | | M | 2S | 30 | 35 | 25 | 30 | 35 |
| N0. OF FALLS | | | 4 FALLS | | | | | |
| WIRE ROPE DIA. | | mm | 13 | | | 18 | | |
| HOISTING SPEEO | | M/MIN. | 3.8 | | | | | |
| HOISTJNG MOTOR KW. | | KW | 15 | | | | | |
| TRAVELLING SPEED | | M/MIN. | 17 | | | | | |
| TRAVELLING MOTOR KW. | | KW | 0.75 KW (2 NOS.) | | | | | |
| DIMN. A (HEAD ROOM) | | m | 1800 | | | | | |
| DIMh. ({B)) Note-5 | | ((mm)) | 2126 | 2376 | 2626 | 2526 | 2826 | 3126 |
| DIMN. C | | mm | 1770 | 2020 | 2270 | 2294 | 2594 | 2894 |
| DIMh. 0 | | mm | 1414 | 1664 | 1914 | 1814 | 2114 | 24a 4 |
| DIMN. E | | ++ | Note-5 (?35) | | | (735) | | |
| DIMh. I | | mm | " | | 356 | | 356 | |
| DIMh. G | | mm | | | 356 | | 480 | |
| DIMh. H | | mm | | | 356 | | 480 | |
| DIMh. J | | mm | | | 500 | | 500 | |
| DIMN. k | | mm | | | 410 - 46C | | 410 - 460 | |
| DIMh. t. | | mm | | | 38a " | | 420 | |
| DIMN. M | | mm | | | t25 - 21C | | 150 - 210 | |
| DIMh. N (MIN.) | | rrm | | | 250 | | 450 | |
| DIMh. P | | mm | | | 78 | | 95 | |
| DIMN. a2 | | mm | | | 548 | | 652 | |
| DIMN. a3 | | mm | 99 | 155 | 220 | 91 | 135 | 185 |
| APPROX. WEIGHT | HOIST | Kg | 480 | 504 | 510 | 530 | 550 | 570 |
| | TROLLEY | Kg | 140 | 140 | 140 | 180 | 180 | \80 |
| | TOTAL | Kg | 620 | 644 | 650 | 710 | 730 | 750 |

NOTES:
1) :3 CREEP SPEED CAN BE GIVEN AT EXTRA COST & DIMENSION 'E' WILL INCREASE BY 165 MM.
2) TROLLEY BRAKE CAN BE SUPPLIED AT EXTRA COST AND DIMENSION 'K WILL INCREASE BY 125 MM.
3) 13, 26 MPM TROLLEYS ALSO CAN BE SUPPLIED (SINGLE REDUCTION GEAR BOX) TROLLEY KW RATING WILL CHANGE.
4) 2. 2.8. 4, 8. 9MPM TROLLEYS ALSO CAN BE SUPPLIED fDOUBLE REDUCTION GEAR BOX) AT EXTRA COST AND 'K' DIMENSION WILL INCREASE BY 46IVIM. TROLLEY KW RATING WILL CHANGE.
S) SPECIFICATIONS IN {( ))APE FOR IMPORTED (COEL) MOTOR WITH AC BRAKES.
6) SPECIFICATIONS IN ( ) ARE FOR LOCAL (BBL) MOTOR WITH AC BRAKES.

# H¥/ - 4 (h) & E\L - 4 (H) (LH/RH) ¥/ire r0pe h0lStS

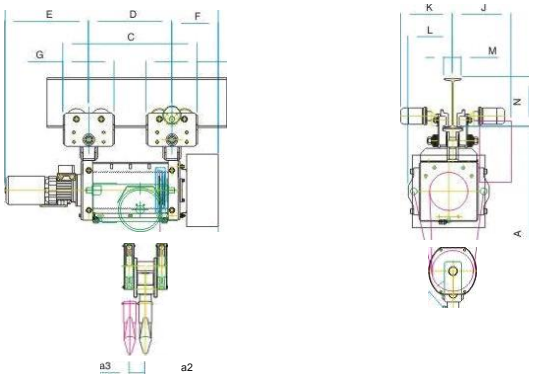



SPECIFICATION & DIMENSIONS (APPROX.) (t 10%)

| TYPE | | | HW - 4 (M) | | | | | | | HW - 4 (H) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | H1 | H2 | H3 | H4 | H5 | H6 | H7 | HI | H2 | H3 | H4 | HS | H6 | H7 |
| ORUM LENGTH. | | ITlm | N.A. | 827 | 976 | 1201 | 1426 | 1651 | t876 | N.A. | 827 | 976 | 1201 | 1426 | 1651 | \ 876 |
| SWL | CLASS - II | TONNES | 7.5 | | | | | | | 10 | | | | | | |
| SWL | CLASS - IV | TONNES | 6 | | | | | | | 8 | | | | | | |
| LIFT | | M | N.A. | 5.9 | 8.6 | 12.6 | 16.6 | 20.6 | 24.6 | N.A. | 5.9 | 8.6 | 12.6 | \ 6.6 | 20.6 | 24.6 |
| N0. OF FALLS | | |  4/Z FALLS | | | | | | |  4,'2 FALLS | | | | | | |
| WIRE ROPE DIA. | | mm | 13 | | | | | | | 13 | | | | | | |
| HOISTING SPEED | | M/MIII | 8.2 | | | | | | | 6.7 | | | | | | |
| HOISTING MOTOR KW. | | Kw | 15 | | | | | | | 15 | | | | | | |
| TRAVELLING SPEED | | M.'MIX | 17 | | | | | | | 17 | | | | | | |
| TRAVELLING MOTOR KW. | | Kw | 0.55 KW (2 NOS.) | | | | | | | 0.55 KW (2 NOS.) | | | | | | |
| OIMN. A (HEAD ROOM) | | mm | 1600 | | | | | | | 1600 | | | | | | |
| OIMN. ((B)) Note-6 | | ITlfTl | N.A. | 2043 | 2192 | 2417 | 2642 | 2867 | 3092 | N.A. | 2043 | 2192 | 2417 | 2642 | 2867 | 3092 |
| 0\|MN, C | | ITlm | N.A. | 1123 | 1272 | 1497 | 1722 | 1947 | 2172 | N.A. | 1123 | 1272 | 1497 | 1722 | 1947 | 2172 |
| OIMN. D | | mm | N.A. | 767 | 916 | 1141 | 1366 | 1591 | 1816 | N.A. | 767 | 916 | 1141 | 1366 | 1591 | t816 |
| OIMN. E | | mm | Note-5 | | | (785) ((920)) | | | | Note-5 | | | (785) ((920)) | | | |
| OIMN. F | | mm | 356 | | | | | | | 356 | | | | | | |
| 0\|MN. G | | mm | 3S6 | | | | | | | 356 | | | | | | |
| OIMN. H | | mm | 356 | | | | | | | 356 | | | | | | |
| OIMNJ | | mm | 347 | | | | | | | 347 | | | | | | |
| OIMN. K | | mm | 410 - 460 | | | | | | | 410 - 460 | | | | | | |
| OIMN. L | | mm | 309 | | | | | | | 309 | | | | | | |
| OIMN. M | | mm | 125 - 210 | | | | | | | 125 - 210 | | | | | | |
| DIMN. N (MIN.) | | mm | 250 | | | | | | | 250 | | | | | | |
| OIMN. P | | mm | 78 | | | | | | | 78 | | | | | | |
| APPR0X.WEIGHT | HOIST | KG | N.A. | 807 | 827 | 847 | | 1045 | 1091 | N.A. | 807 | 827 | 847 | 999 | 1045 | 1091 |
| | TROLLEY | KG | N.A. | 140 | 146I | 140 | 140 | 140 | 140 | N.A. | 140 | 140 | 140 | \40 | 140 | 140 |
| | TOTAL | KG | N.A. | 947 | 967 | 987 | 1139 | 1t8S | 1231 | N.A. | 947 | 967 | 987 | 1139 | 1185 | 1231 |

NOTES:
1) 1:3 CREEP SPEED CAN BE GIVEN AT EXTRA COST & DIMENSION E' WJLL INCREASE BY 185 MM.
2) TROLLEY BRAKE CAN BE SUPPLIED AT EXTRA COST AND DIIVIE NSION 'K WILL INCREASE BY 125 MM.
3) 13. 26 MPM TROLLEYS ALSO CAN BE SUPPLIED (SINGLE REDUCTION GEAR BOX) TROLLEY KW RATING WILL CHANGE.
4) 2, 2.8. 4. 8, 9 MPM TROLLEYS ALSO CAN BE SUPPLIED (DOUBLE REDUCTION GEAR BOX) AT EXTRA COST AND 'K' DIMENSION WILL INCREASE BY 46 MM TROLLEY KW RATING WILL CHANGE.
S) SPECIFICATIONS IN (( j)ARE FOR IMPORTED fCOEL) MOTOR WITH AC BRAKES.
6) SPECIFICATIONS IN ( ) ARE FOR LOCAL fBBL) MOTOR WITH AC BRAKES.

# HW-5 & HW-5 (H) Wire rope hoists




SPECIFICATION & DIMENSIONS (APPROX.) {¿ 106)

| TYPE | | HW - 5 | | | | | | | HW-5 (H) | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | H1 | H2 | H3 | H4 | HS | H6 | H7 | H1 | H2 | H3 | H4 | H5 | H6 | H7 |
| DRUM LENGTH. | mm | N.A. | 858 | 1003 | 1222 | 1440 | 1658 | 1877 | N.A. | 867 | 1016 | 1238 | 1461 | 1684 | 1906 |
| SWL CLASS - II | TONNES | 30 | | | | | | | 40 | | | | | | |
| SWL CLASS IV | TONNES | 25 | | | | | | | 32 | | | | | | |
| LIFT | M | N.A. | 7 | 9 | 12 | 15 | 16 | 21 | N.A. | 6 | 8 | 10.5 | 13.5 | 16 | 19 |
| 00. OF fALLS | | 4 FALLS | | | | | | | 4 FALLS | | | | | | |
| WIREROPE DIA. | mm | 22 | | | | | | | 24 | | | | | | |
| HOISTING SPEED | TA'MIN. t | 3.5 | | | | | | | 2.6 | | | | | | |
| H0ISTIN8 MOTOR KW. | Kw | 22 | | | | | | | 22 | | | | | | |
| TRAVELLING SPEED | 6'MIN. | 12 | | | | | | | 12 | | | | | | |
| TRAVELLING MOTOR M. | Kw | 1.1 (2 Nos.) | | | | | | | \ .1 (2 Noc.) | | | | | | |
| DIMN. A (HEAD ROOM) | mm | 2550 | | | | | | | 2700 | | | | | | |
| DIMN. f{B)) | mm | N.A. | 2222 | 2367 | 2586 | 2804 | 3022 | 3241 | N.A. | 2465 | 2614 | 2836 | 3059 | 32B2 | 3504 |
| DIMN. C | mm | N.A. | 1347 | 1492 | 1711 | 1929 | 2147 | 2366 | N.A. | 1365 | \ 511 | 1733 | 1956 | 2J 79 | 2401 |
| DIMN. D | mm | N.A. t | 776 | 923 | 1 \42 | \ 360 | 1578 | 1797 | N.A. | 793 | 942 | 1164 | 1387 | \ 610 | 1832 |
| DIMN. E | +n | (Note 4) | | | ((930)) | | | | (Note-4) | | | ((J3J0)) | | | |
| DIMN. F | mm | 514 | | | | | | | 367 | | | | | | |
| DIMN. G | mm | 569 | | | | | | | 569 | | | | | | |
| DIMN. H | mm | 569 | | | | | | | 569 | | | | | | |
| DIMN. J | mm | 646 | | | | | | | 646 | | | | | | |
| DIMN. K | mm | 557 677 | | | | | | | 557 - 677 | | | | | | |
| DIMN. L | mm | 489 | | | | | | | 497 | | | | | | |
| DIMN. M | mm | 1B0-300 | | | | | | | 180 300 | | | | | | |
| DIMN. N (MIN.) | mm | 550 | | | | | | | 600 | | | | | | |
| DIMN. P | mm | 155 | | | | | | | 168 | | | | | | |
| DIMN. a2 | « | 821 | | | | | | | 656 | | | | | | |
| DIMN. a3 | mm | N.A | 170 | 2\ 8 | 291 | 364 | 437 | 510 | N.A | 205 | 278 | 351 | 424 | 497 | 570 |
| HOIST | gg | N.A | 756 | 788 | 820 | 852 | 884 | 916 | N.A | 760 | 795 | 830 | 865 | 890 | 930 |
| APPft0X.WEIGHT TROLLEY | Kg | N.A | 180 | \80 | 180 | 180 | 180 | 180 | N,A | 180 | 180 | 180 | 180 | 180 | 180 |
| TOTAL | Kg | N.A | 936 | 968 | 1000 | 1032 | 1064 | 1096 | N, | 940 | 975 | 1010 | 1045 | T070 | 1110 |

NOTES.
1) 1 !3 CREEP SPEED CAN *BE* GIVEN AT EXTRA COST & DIMENSION 'E' WILL INCREASE BY 165 MM
2) TROLLEY BRAKE CAN BE SUPPMED AT EXTRA COST AND DIMENSION 'K' WILL INCREASE BY 125 MM.
3) 2.8.8 MPM TROLLEYS ALSO CAN BE SUPPLIED (DOUBLEE REDUCT1ON GEAR BOX) AT EXTRA COST AND 'K' DIMENSION WILL INCREASE BY 46 MM TROLLEY KW RATING WILL CHANGE.
4) SPECIFICATIONS IN ( )JARE FDR IMPORTED (COEL) MOTOR WITH AC BRAKES.
SPECIFICATIONS IN t ) ARE FOR LDCAL {BBL) MDTOR WITH AC BRAKES.

# Model - WRH NO / N


- Manufactured in ISO 9001:2008 certified company
  Assured quality and interchangeabiTity of parts
- Truely modular constructor
  Easily *access\bla* separate brake, motor, drtim, gear box
  6 panel unit
- Seamless pipe accurately machined rope drum
  Long life
- Unique and sturdy rope guide arrangement
  Prewnh rope slackening and easy change of rope
- Precision machine cut case-hardened alloy steal gears
  Noiseless operation longlife
- Fail safe disc brake
  Troubk free operation .and ease pf adjustment
- Built in control panel with std. electricals
  Ready to use

## SPECIFICATIONS DIMENSIONS ( m

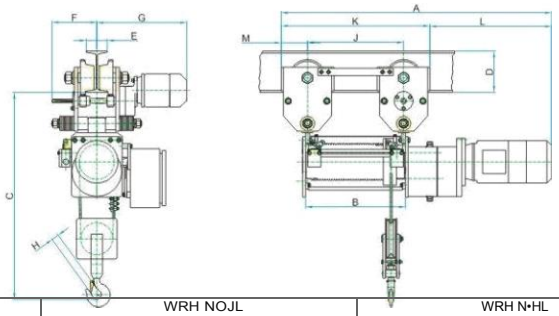
| | | | WRH NO | | | | | | | | | WRH N | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Capacity'(SWL) | MT. | 0.5 | | | 1 | | | 2 | | | 3 | | |
| | Lift | Mtrs. | 3,5 | B ) B | 12 | 3.5 | 6 ) 9 ) 12 | | t 5.2 | 8.2 | 11.2 | 3.4 | 5.4 ) 7.4 | |
| A | | mm | 867 | 974 ) 1103 | 1232 | 867 | 974 1103 ) 1232 | | 090 | 1116 | 1248 | B60 | 1:11B. ) 1248 | |
| B | | fnm | 31B | 423 552 | 681 | 316 | 423. 552 B81 | 681 | 385 | 514 | 643 | 385 | 514 | 643 |
| | Apprax. Weight | | 114 | 180 | 170 | 175 | 119 | 184 | 175 | 180 | 225 | 240 | 255 | 300 | 315 | 330 |
| | No. of FalB | | 2 FALLS | | | | | | | | | 3 FALLS | | |
| | Hd$ageé | M.PM | 5 | | | 5 | | | 5 | | | 3.3 | | |
| | Trolley speed | MPM | 15 | | | 15 | | | 15 | | | 15. | | |
| | Hésimb | HP | 1.5 (1.11 KW) | | | 1.5 (1.11 KW) | | | 3 (2.2 KW) | | | 3(2.2 KWj | | |
| | Trolley motor | HP | 0.25 (0.18 KW) | | | 0.25 (0.16 KW) | | | 0.25 (0.18 KWj | | | 0.5 (0.97 KW) | | |
| C | Head room | mm | 790 | | | 880 | | | 1070 | | | 1315 | | |
| D | Min. beam height | mm | 175 | | | 175 | | | 175 | | | 175 | | |
| E | Mm, fian@ | mm | 80 | | t | Oil | | t | 90 | | | 00 | | |
| | MaX. fl8nga | mm | 210 | | | .210 | | | 210 | | | 210 | | |
| F | for min. flange | mm | 1BB | | | 1'88 | | | 189.=.G " | | | 189=G * | | |
| | for min. flangg | mm | 169 | | | 169 | | | 169-G.^ | | | 100=O " | | |
| G | for max. flange | mm | 381 | | | .381 | | | 381 | | | 381 | | |
| | for max. flange | "^ | 441 | | | 44'1 | | | 441 | | | 441 | | |
| H | | ^" | 31.'5 | | | 31.5 | | | 34 | | | 42 | | |
| J | | | 300 | 407 ) 538 | 885 | 300 ) 407 | | 536 ) 665 | t 389 | 498 | 627 | 369 | | |
| K | | miYI | 524 | t B3.1 | 760 t :889 | 524 t B31 | | 760 ) BB9 | t 593 | t 722 | 851 | 563 | Z22 t 851 | |
| L | | ^^ | 187 | | | 187 | | | 197 | | | 1B7 | | |
| k1 | | | 1588. | | | 1156 | | | 2000 | | | 200 | | |
| c | keadroom (withO.L.D.) | mm | 880 | | | 880 | | | 1070 | | | | | |

Dat8 tolerance 1 1D9é

# Medium duty wire rope hoist


## hodel - W#h TO-EVX-hL

- Manufactured in ISO 9001:2008 certified company
  Assured quality and interchangeability of parts
- Truly modular constructor
  Easily accessible separate brake, motor, drum, gear box & panel unit
- Seamless pipe accurately machined rope drum
  Long life
- Unique and sturdy rope guide arrangement
  Prevents rope slackening and easy change of rope
- Precision machine cut case-hardened alloy steal gears
  Longlife noiseless operation
- Fail safe disc brake
  Trouble free operation and ease of adjustment
- Built in control panel with std. electricals
  Ready to use




| | | | WRH NOJL | | | | WRH N•HL | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Capacity (SWL) | MT | 05 | | 1 | | 2 | | 3 | |
| | {t | Mirs | 18 | 25 | 18 | 25 | 1Z.2 | 25 | 11.4 | 16.5 |
| A | | mm | 1662 | 1964 | 1662 | 19b4 | 1626 | 1964 | 1626 | 1964 |
| B | | mm | 630 | 1241 | 930 | 1241 | 903 | 1241 | 903 | 1241 |
| | Approx. weight | Kg | 1@5 | 215 | 190 | 220 | 285 | 315 | 360 | 390 |
| | No.o{ñ#s | | 2 FALLS | | | | | | 3 FALLS | |
| | Hoist9p+ Cl | MPM | 5 | | 5 | | 5 | | 3.3 | |
| | Trolleyepeed | MPM | 15 | | 15 | | 15 | | 15 | |
| | Holst motor | HP | 1.5 (1.11 KW) | | 1.5 (1.11 KW) | | 3 t* .2 MW) | | 3 (2.2 MW) | |
| | Trolley mOtOr | HP | 0.25 (0.18 KW) | | 0.25 (0.18 KW) | | 0.25 (0.18 KW) | | 0.5 (0.37 KW) | |
| | Head room | mm | Egg | | 880 | | 1070 | | 1315 | |
| D | Min. beam height | mFn | 175 | | 175 | | 175 | | 175 | |
| E | Min. Flange | mm | 90 | | 90 | | 90 | | 9€l | |
| | Max. Range | mm | 210 | | 210 | | 210 | | 210 | |
| F | for min. finage | mm | 189 | | 189 | | 189=G " | | 189=G " | |
| | for max. flange | mm | 160 | | 169 | | 166=G" | | 169=G * | |
| G | for min. fianga | mm | 381 | | 381 | | 3B1 | | 381 | |
| | for max. flange | mil | 441 | | 441 | | 441 | | 441 | |
| H | | | 31.5 | | 31.5 | | 34 | | 42 | |
| J | | mm | 623 1225 1442 1659 | | 923 1225 1442 1656 | | 887 1225 1442 1659 | | 887 1225 1442 1658 | |
| K | | mm | 1147 1449 1666 1883 | | 1147 1449 1666 1883 | | 111 1446 1666 1B83 | | 1111 1449 1666 1882 | |
| L | | FEW | 515 | | 515 | | 515 | | 515 | |
| M | | MM | 112 | | 112 | | 112 | | 112 | |
| C | head ro0m (with O.L.D.) | md | 890 | | 980 | | 1070 | | - | |

Data tolerance * 10%

# Heavy duty wire rope hoist

## Model - WRH-I, II, III

- Heavy duty class IV robust. design
  Smooth operation even in toughest of application
- Manufactured in ISO 9001:2008 certified company
  Assured quality and interchangeability of parts.
- Truly.modular constru.ctor
  Easily accessible separate brake, motor, drum, gear box & panel unit.
- Seamless pipe accurately machined rope drum
  Long life
- Unique. and sturdy rope. guide arrangement
  Prevents rope slackening and eas'y change of rope
- Precision machine cut case-hardened alloy steel gears
  Noiseless operation langlife
- Fail safe disc brake
  Troubl.e free operation and ease of adjustment
- Built in control panel with std. electricals
  Ready to use.

### Add on features:

- Remote control, VVVF drive, special lower blocks, PLC.
- Multiple hoist tandom automated operation.
- Flame proof models.

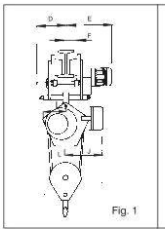


Fig. 1

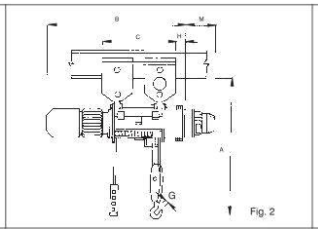


Fig. 2

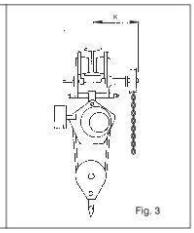


Fig. 3

SPECI ICATIONS , IIMENSIONS (mm

| M0dd | NP101 | NP 201 | P301 | NP102 | NP202 | R82 | P303 |
|---|---|---|---|---|---|---|---|
| Class | N | IV III | IV | IV | IV II | IVN | IVIV II IJ |
| S.W.L. MT | 1.0 | 2.0 2.5 | 3.0 | 2.0 | 4.0 5.0 | 6.0 | 7.5 10.0 |
| LIIt (Mtrs.) | 6 12 20 | 6.6 11.4 19.2 | 7 12 20 | 3 6 11 | 3.3 5.7 9.6 | 3.5 6 10 | 4 4 6 6 |
| ApproX. M (Kg.) | 264 286 322 | 386 414 455 | 531 546 588 | 296 318 354 | 478 497 563 | 638 818 828 | 900 1000 |
| D!Irl. B | 1075 1285 t 1555 ) | 11'70 \.340 161.0 | 1255 1425 1695 | 1075 1285.) 1555 | 1170 1340 1610 | 1255 1425 1.695 | .1425 1695 |
| 0!Irl. C | 552 552 752 1022 | 588 758 1028 | 635 805 1075 | 552 752 1022 | 635 805 1075 | 805 1075 | 1 |
| Holsting.spead nymln | 9 | 8 | 8 | 4.5 | 4 | 4 | 2.66 |
| Holsting motor H.P (K.W.). | 3 (2.2) | 5 (3.7) | 7.5 (5.5) | 3 (2.2) | 5 (3.7) | 7.5 (5.5) | 7.5 (5.5) |
| TraYs£ing'speed e m/min | 17 | 17 | 17 | 17 | 17 | 17 | T7 |
| Trare8ing motar H.F! (K.W.) | 0.25 (0.18) | 0.25 (0.18) | 0.5 (0.37) | 0.25 (0.18) | 0.5 (0.37) | 0.75 (0.55) | 0.7 .55) |
| Min..Heidi Of 'I' beam (mm) | 175 | 175' | 250 | 175 | 250 | 250. | 300 |
| F min. - max. | 90 - 180 | 90 - 180 | 125 210 | 90 - 180 | 125 - 210 | 125 - 21.8 | |
| A Headroom | 1170 | 1370 | 1480 | 1110 | 1345 | 1460 | 1825 |
| D mln. - max. | 151 - 196 | 151 - 186 | 163 - 178 | J51 - 196 | 163 - 178 | 163 - 178 | 452 - 4B7 |
| E * mcl. - m | 399 - 444 | 399 - 444 | 412 - 457 | 399 - 444 | 412 - 457 | 412 - 457 | 452 - 487 |
| G | 31 | 37 42 | 42 | 37 | 51 | 57 | 89 |
| H | 130 | 143 | 140' | 130 | 128 | 140 | 371 |
| I | 231 | 290 | 330 | 320 | 405 | 480 | 371 |
| J | .270 | 315 | 365 | 305 | 350 | 395 | 625. |
| K | 305 | | | 305 | | | 495 |
| | | | | | 380 | | |
| No. of fads ñonstructi0n | 2 Foils | | | 4 Falls | | | 4 Falls |

NOTE :

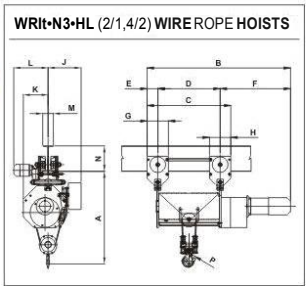
Data tolaranca 1 10%

° Higher. travelling speed o4 26 m/min. can be altered.
For 7.5T / 10T Capacity tn›lley is:nbt adjustable at site - ex¥m Oange. width ('within 140. to 210 mm) to be given.
Add 125 mm if CT with brahe (Bmke Is at extra cost.)
+ Applicable for cteep speed modd only.
*For* monoralls stiffened width platas, please check' up for operatIng.clearance in trolley.
a Chech 'I' Beam mounting arrangements, trolley plates.will project'10 mm above 'I' beam.
? Mo.del avéilable on4y for game prod design.



Contd... 2/-

# Higher lift wire rope hoist




LH/RH (4/2 Falls) grooves on drum
Gives true vertical lifts

- Fail safe disc / shoe brake
  Trouble free operation and ease of adjustment

Precision machine cut case hardened alloy steel gears
Long life noise less operation

- Geared couplings
  Better transmission

> Compact design
  Best suited for crane & higher lift application

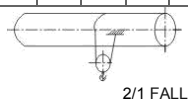
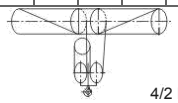
> Truly modular design
  Easily accessible separate brake, motor, drum, gear box & panel unit

Manufactured in ISO 9001:2008 certified company
Assured quality and inter changeability of parts

## Add on features:

Remote control, VVVF drive, special lower blocks, PLC.

SPECIFICATIONS

| TYPE | | WRH-N3-HL | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | H3 | HS | H6 | H7 | H8 | H9 | H10 | H11 | H12 | H13 | H14 | H1S | H16 |
| DRUM LENGTH. | MM | 713 | 8B5 | 1057 | 1229 | 140D | 1572 | 1744 | 1916 | 2088 | 2260 | 2432 | 2604 | 2690 |
| SWL CLASS - II | TONNES | 3.0 | | | | | | | | | | | | |
| SWL | | | | | | | | | | | | | | |
| LIFT for 4/2 Fall | M | 11.5 | 16.0 | 20.5 | 25.0 | 29.5 | 34.0 | 38.5 | 43.0 | 47.4 | 51.5 | 56.4 | 60.5 | 63.0 |
| LIFT for 2/1 Fall | M | 25.0 | 32.5 | 40.0 | 47.5 | 54.5 | 62.0 | 69.5 | 77.0 | 84.7 | 91.5 | 99.0 | 106.5 | 110.0 |
| NO. OF FALLS | |  2/1 FALLS  4/2 FALLS | | | | | | | | | | | | |
| WIRE ROPE DIA. | mm | B10 FOR Z/1 FALL | | | | | | B8 FOR 4/2 FALL | | | | | | |
| HOI$TING SPEED | M/MIN. | 5.3 | | | | | | | | | | | | |
| HOI$TING MOTOR KW. | Kw | 17 | | | | | | | | | | | | |
| TRAVELLING SPEED | M/MIN. | 17 | | | | | | | | | | | | |
| TRAVELLING MOTOR KW. | *'^' | 0.37 KW | | | | | | | | | | | | |
| DIMN. A (HEAD ROOM) | " | 1195 FOR 2/1 FALL | | | | | | 1078 FOR 4/2 FALL | | | | | | |
| DIMN. B | | 1697 1869 2041 2213 2384 2556 2728 2900 3072 3244 3416 3588 3674 | | | | | | | | | | | | 3674 |
| DIMN. C | mm | 988 1160 1332 1504 1676 1847 2019 2191 2363 2535 2707 2879 2965 | | | | | | | | | | | | 2965 |
| DIMN. D | mm | 738 910 1082 1254 425 1597 1769 1941 2113 2285 2457 2629 2715 | | | | | | | | | | | | |
| DIMN. E | mm | 125 | | | | | | | | | | | | |
| DIMN. F | mm | 834 | | | | | | | | | | | | |
| DIMN. G | mm | 250 | | | | | | | | | | | | |
| DIMN. H | mm | 250 | | | | | | | | | | | | |
| DIMN. J | mm | 505 | | | | | | | | | | | | |
| DIMN. K | mm | 390 - 450 | | | | | | | | | | | | |
| DIMN. L | mm | 524 | | | | | | | | | | | | |
| DIMN. M | mfT\ | 125 - 210 | | | | | | | | | | | | |
| DIMN. N (MIN.) | ITIfr\ | 250 | | | | | | | | | | | | |
| DIMN. P (HOOK OPENING) | m | 46 | | | | | | | | | | | | |

Data toleranca 1 10Da

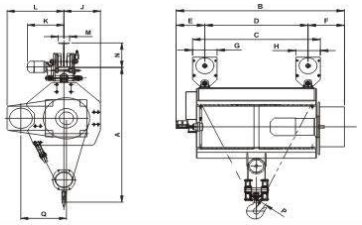
NOTES:
1) TROLLEY BRAKE CAN BE SUPPLIED AT Eve cosT AND DUE sioN 'K' WILL INCREASE BY 125 mm.
2) 13 26 MPM TROLLIES no can BE su LIED (SINGLE REDUCTION GEAR BOX AT EXTRA COST
3) 2,2.8 4 8 9 L/IPM TROLLIES also CAN BE suppLIED (DOUBLEE REDUCTION GEAR BOX) AT EXTRA COST AND 'L' DIMENSION WILL INCREASE BY 50 MM

# Steel mill duty wire rope hoist

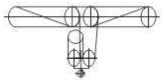
- Manufactured in ISO 9001:3008 certified company
  As xedqu•tityzndint•tch•ng•aB8tyofparts
- Heavy duty robust design
  sme•thsP•rati•o evens th•ughz•tof af›Pt<ason
- Truly modular design
  Eodyaccessibleseparatebrake, rrxztor, drum, gearbax$•
- LH/RH (4/2 Falls) grooves on dru.m
- Motor andbrake assembly parallel to drum
  Sñortertengtfiandbetterhooi‹ approach
- Brake Shoe/disc, rotary limit switch, built in contro! panel
- Precision machine cut case hardened alloy steel gears
  Long llfenoisalessoperatlori
- Seamless pipe accurately machined rope drum

Remote control, VVVF drive, special lower blocks, PLC.

MMD - 4/2 FALL (ST/IOT/1.yT/20T}



FALL CONSTRUCTION



4/2 FALLS

SPECIFICATIONS (m l)

| TYPE | | 9MD 6T 4/ZF | | | | | | | BMD 10T•d/ZF | | | | | | | SMD 16T/20T—4/ZF | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | HI | H2 | H3 | H4 | HS | H6. | H7 | H1 | H9 | H3 | H4 | HS | HB | H7 | HS | FI8 | H7 | HB | H9 | H10 | HU |
| SWL CLASS-II | Tones | 5 | | | | | | | \6 | | | | | | | 15/20. | | | | | | |
| LIFT | Metef | 10.0 ( 20.0 ) 30.0 40.0 ( 50.0 ( 80.0 70.0 | | | | | | | 1 \| \| \| ' \| 51.0 \| 82.0 ( - | | | | | | | j5.0 ( 2S.0 30.0( 37.0( 44.0 ) 51Il ( 56.0 | | | | | | |
| NO. OF FALLS | | | | | | | | | | | | | | | | | | | | | | |
| ROPEDRUMPCO | mm | 0g | | | | | | | 509 | | | | | | | see | | | | | | |
| Mfl5ROPEDI/L | mm | 11 | | | | | | | \3 | | | | | | | 18 | | | | | | |
| HOISTING.SPEEO | M/Mifi | 4.S | | | | | | | 4.3 | | | | | | | 4.9 | | | | | | |
| HOISTINGMDTOR | Kw | .G.5. | | | | | | | 8.3 | | | | | | | 15.0 | | | | | | |
| TRA¥ELIJNG£IPEED | M/Mifi | t2.0 | | | | | | | 12.0 | | | | | | | \2.0 | | | | | | |
| TRAVELMNG HOTOR | M | 0.37 | | | | | | | 0.55(2Nos.) | | | | | | | 0.75(2Nas:) | | | | | | |
| DIMN.A(HEADRDDffl} | rrlm | \000 | | | | | | | 1050 | | | | | | | 2300 | | | | | | |
| DIMf'I. B | mm | 141 1 | | | | | | | 1 21 5 5 15 S 5 | | | | | | | | | | | | | |
| DIMN..C | mm | 88g (1210 t1540t\870 ( 2 2500 2600 | | | | | | | 1158 ( t558t t 0) 22%) 26fBtSXB(3g56 | | | | | | | 17K( Sf08t 230Bt26fB( 2906)3188 348b | | | | | | |
| OldN. O | mm | \| \| \| 10Z7 2Z?7 !2527 | | | | | | | gZ8 ( 1028 ) 1378) 1878 ) 2076a.2478 ) S628 | | | | | | | 940 ) 1240) t540( 1840) 2140) 2440( 2740 | | | | | | |
| DIMN. E | mm | 318 | | | | | | | 415 | | | | | | | 415 | | | | | | |
| DIMN. F | mm | 45g | | | | | | | 550 | | | | | | | 550 | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| DIMN. H | mm | 250 | | | | | | | 356 | | | | | | | 770 | | | | | | |
| DIMN. J | mm | 500 | | | | | | | 700 | | | | | | | 700 | | | | | | |
| DIMN. K | mm | 445-550 | | | | | | | 500-600 | | | | | | | 500-600 | | | | | | |
| OIMN. L | mm | 625 | | | | | | | 685 | | | | | | | 775 | | | | | | |
| DINN, M | mm | 125•210 | | | | | | | 125-210 | | | | | | | 12M10 | | | | | | |
| DIMN. N (IdIN.) | mm | 250 | | | | | | | 450 | | | | | | | 600 | | | | | | |
| I MN. P | mm | 53 | | | | | | | 78 | | | | | | | 95 | | | | | | |
| DIMN. O | mm | 400 | | | | | | | *sfifi* | | | | | | | 600 | | | | | | |

NQTES: Data tolerance 1 10%

\) TROLLEY BRAKE LAN BE MPPMED AT EXTRA COST AND DIMENSION 'K'WILL INCREASE BY 125 mrr

9) 2;2.8:4;B,8 IPMTROLUES ALSO CAN BE SUPPUED {DOUBLEE REDUCTION GEAR BOX}
AT EXTRA COUT ANO 'L' DIMEMSIOH WILL INCREASE BY 50 MM

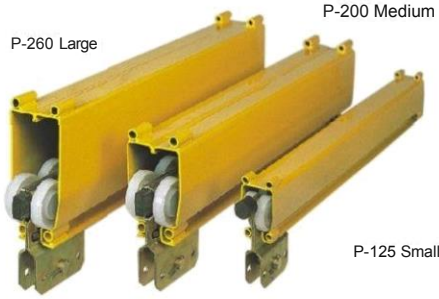
3} SHOE BRAKE CAN BE SUPPMEO FOR HOIST IF REQUIRED.

# Light pr0file crane systems

Single profile overhead crane

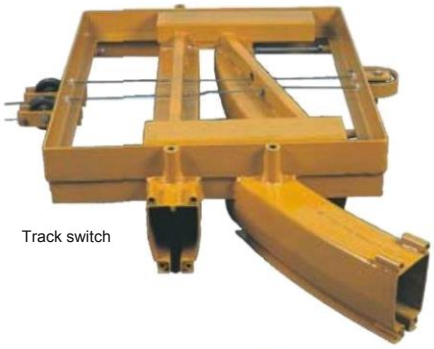
P-200 Medium

P-260 Large

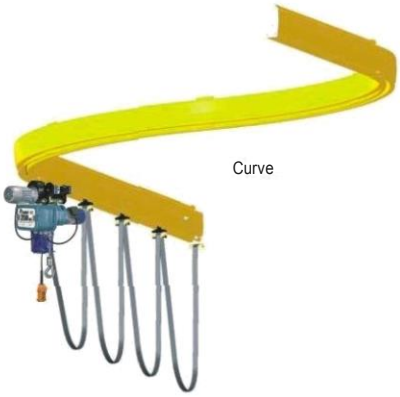


P-125 Small

- Good weight/strength ratio
  User friendly and ergonomic
- Hoist compatibility
  Improves productivity
- Closed construction
  Impervious to dust - durable
- Bolted connections
  Easy to install and adapt to changing needs
- Standardised components
  Competitively priced



Track switch

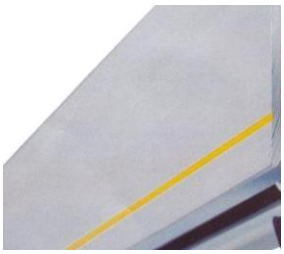


Curve

- The convenient way to solve local lifting and transport problems.
- A versatile solu tio n to e n h an ce productivity and safety.
- Functional and efficient - the system can be feconfigured to adapt to changing conditions.
- Designed for easy assembly of specific systems.
- We can also supply custom parts to suit individual needs.

# \l1F0Jg9d C0hdvn0r system

4Ductor



**The perfect insulated conductor system with continuous conductors** for **current capacities SOA and** 80A

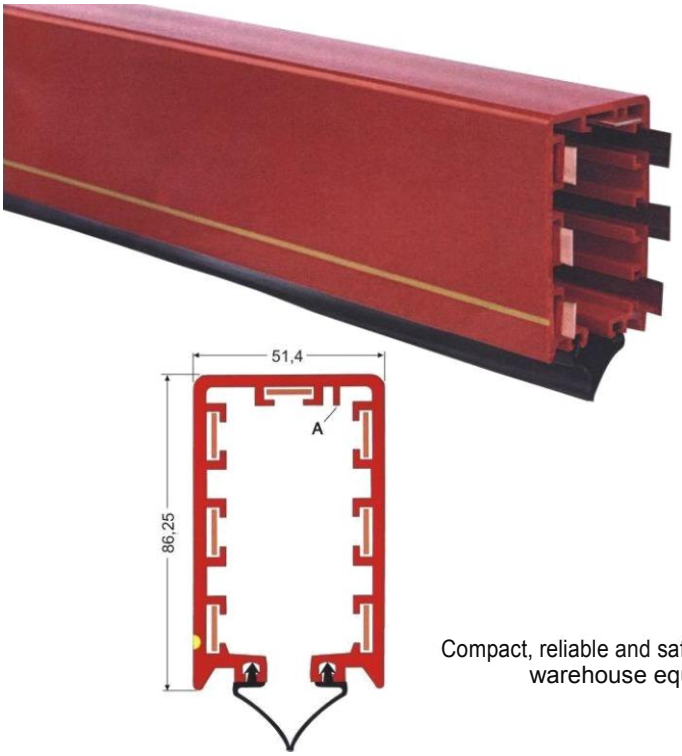
Compact, reliable and safe current supply system for cranes, hoists, monorail systems, conveyor belts etc.

The basic design of shrouded conductor system is a channel housing, in which four slots are prepared to accomodate copper conductors. The flat conductors are installed without the need for joints.

## ADVANTAGES

- **Excellent price/quality ratio.**
  The concept of the continuous conductors and the use of only high quality components result in a trouble free feeding system against an agreeable price.
- **Continuous copper conductors.**
  The flat copper conductors can be pulled from rolls into the previously installed PVC housing in long continuous lengths, without any connections in the conductor.
- **High current capacity.**
  Copper conductors of various capacities can be pulled into the channels in the housing. Standard conductor capacities are SOA and 80A.
- **Simple installation.**
  Due to the light weight of the PVC housing, copper conductors without connections and the design of accessory components, system installation is a quick and easy operation.
- **Virtually maintenance free.**
  The PVC housing needs no maintenance and as previously mentioned continuous copper conductors ensure minimal brush wear. Thus minimising the presence of carbon deposits. Inspection periods can be scheduled in line with the schedule of the apparatus to be fed (i.e. a crane).
- **Volt drop absolute minimum and constant.**
  Due to continuous copper conductors, thus avoiding problems associated with added resistance at joints and increased volt drop characteristics when joints loosen or corrode.
- Compact design.
  By virtue of design, the 4-ductor system utilises an absolute minimum of space.
- **High mechanical strength.**
  The PVC housing has a combination of high flexural yield, impact, tensile strength and is complemented by the design of associated component.
- Maximum power transmission.
  The brushes are positively located in the PVC housing and contact with the flat copper conductors is maintained by spring pressure. This guarantees a positive contact and excellent power transmission.
- **Exceptionally long carbon brush life.**
  Is achieved due to the absence of conductor joints and connections which ensures trouble free operation.
- **Safety to personnel.**
  The high level of volume resistivity of the PVC housing ensures absolute safety to personnel.
- **No expansion problems.**
  Due to the clearance that exists between the conductors and their location and the clearance between the PVC housing and sliding hangers, expansion due to changes in ambient temperature is accommodated without affecting the operation of the system. This also applies to extra long installations where standard components eliminate expansion problems often experienced with alternative systems.

# #7gUg9# £0EgU£t0f S/St9ITI




## 7 Du‹tor

- The ideal conductor system for cranes, conveyors, automated ware-houses and many other applications.
- Current capacity of conductors: 35, 50, 80, 125, 160A and higher.
- Conductor housing for 7 uninterrupted conductors.
- Adjustable to almost all heights
- Flexible sealing against dust, moisture and corrosion
- Superb high travel speeds possible
- Particularly suitable for transmission of control and data signals.
- Virtually maintenance free

Compact, reliable and safe power supply for cranes, hoisting equipment, warehouse equipment, overhead conveyor tracks, etc.

Optimum transmission of control and data signals. Because of the continuous copper conductors combined with the constant and efficient contact between carbon brushes and flat copper conductors.

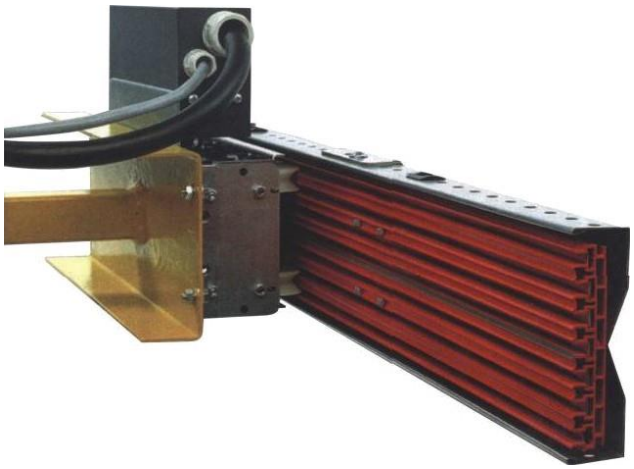
7 ductor is ideally suited and proven for both control and data signal transmission e.g. very important for automated/computerised ware house systems.

Dust, humidity and corrosion protection. For these conditions the 7 ductor housing can be totally closed by the use of special flexible sealing strips.

**No expansion problems.** Due to the clearance that exists between the conductors and their location and the clearance between the PVC housing and sliding hangers, expansion due to changes in ambient temperature is accommodated without affecting the operation of the system. This also applies to extra long installations where standard components eliminate expansion problems often experienced with alternative systems.

- Indoor and outdoor installation.7 ductor can be installed both indoors and outdoors under widely varying weather conditions.
- **Track lengths un)imited.** Extremely long track lengths are possible when required either indoors/ outdoors, by utilizing the expansion joint, which still incorporates continuous copper conductors.
- High travel speeds. Standard up to 250 meter/ minute. Higher speeds on request.
- **High current capacity.** Copper conductors with a variation of sections can be pulled into the channels in the housing. Standard up to 320 A. For higher ratings please consult the sales office.
- 7 ductor installations. Systems up to 7 conductors are available as standard and by parallel mounting of systems practically all circumstances, particularly control systems, can be catered for, where the continuous conductors again are of particular importance.

# (QF#UCt0F S/St9ITI



Ski-Ducor

The ideal flat conductor system for automated ware houses and many other applications.

Current capacity 50A, 80A, 4 25A, 4 60A, 200A and higher.

Housing for 7 uniterrupted conductors.

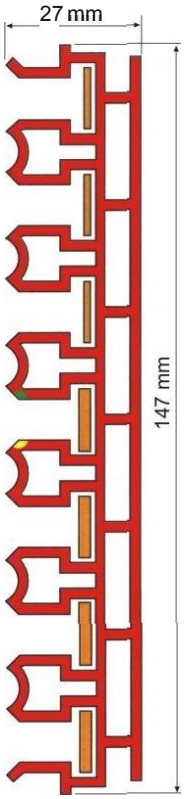
Adjustable to almost all heights.

Self-correcting collector trolleys without pantograph arms.

High travel speeds.

Particularly suitable for transmission of control and data signals.

Low maintenance.




The ski-ductor system is specifically designed for heavy-duty tasks such as those performed in automated ware houses.

The most important details are mentioned below.

7 copper channels
Due to the clearance between the conductors and their location, the copper channels offer sufficient room for 2 up to 7 uninterrupted, loose spaced conductors. As required, without plug connectors.

**No expansion problems** and ideally suited for both control and data signal transmission.

**5 different types of copper conductors**
The flat copper conductors are available for current capacities upto 50 A, 80A, 125A, J60A, and 200A. With parallel-mounted systems the maximum current capacity is 400A.

**Chute for conductor-wheels**
The perfect mechanical conduction enhances the life span of the trolleys and brushes. It also ensures optimal transmission of line and control voltage.

**Feed and control in a single housing**
Feed and control strips are safely separated from one another by the earth conductor.

# Cranes

Modular construction
Standardised - assemblies

Proven design
Crab fitted with time tested Indef hoist, CT/LT drives

Crane kits available
Saving on transportation of structural parts

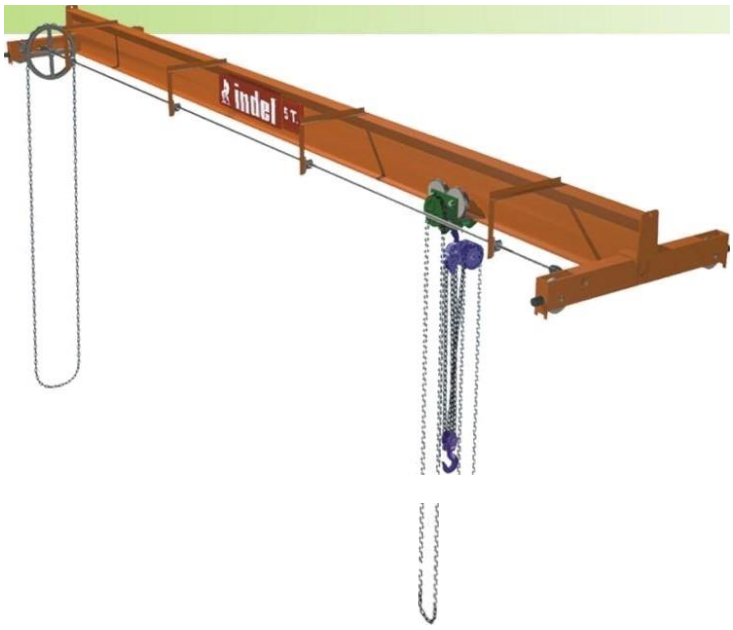
- Standard range
  0.5 T, 1 T, 2 T, 3 T, 4 T, S T, 6 T, 7.5 T, 10 T, 12.5 T, 15 T, 20 T, 25 T, 30 T, 40 T
  Isingle/dou ble girde r rail moun ted/ unde rslun g)

## SPECIFICATIONS

The crane is designed and manufactured in accordance to IS 3177/ IS 807. Design of the crane structure as well as components/parts of the cranes are confirm to class - II duly of the above codes.

| | |
|---|---|
| Bridge | It is as per IS 807 / )S 3177 / IS 800. These are standard I beams of M.S. rolled steel sections/Plate Box Girders (wherever required) bolted to end carriages. |
| End Carriages | Box type in construction & fabricated from rolled sections/plate box (wherever required). |
| L. T. Wheels | Two nos. straight tread type, En8/En9 forged steel, double flanged LT wheels are provided in each of the two end carriages. These wheels are supported on steel axles (either fixed axle design or rotary axle design). For underslung cranes S.G.I tapered type single flanged wheels are provided. |
| Pinion/Axle | Made from En9/16MnCr5, heat treated carbon alloy steel. |
| KI Wheel Gears | They are as per IS 4460, made from EN8/EN9 and are supported on ball bearings and secured in well designed bearing housings. |
| L.I Wheel bearings | Heavy duty sealed ball bearings are used thus regular lubrication is eliminated. Two ball bearings are provided in each wheel for smooth running. |
| Hook | It is as per IS 15560. Made from forged steel - C20, C30 or equivalent. It is collar or shank type in construction with spring loaded safety latch. |
| 8rakes | Brakes are heavy duty A.C. electromagnetic disc fype. D.C. brakes can also be provided on request. |
| Control Panel | Mounted on hoist, sheet metal clad in totally enclosed construction with IP-55 Protection. It consists of control transformer, isolator, master contactor for mains ON/OFF; MPCB/MCB, contactors and overload relays for all motors. |
| Pendant | Consists of push buttons housed in dust proof housin g and suspended from la oist movable on independent monoraiL Steel Wire rope is provided to prevent p ml on pendant cables. |
| Safety | Electrical interlocking is provided to avoid accidental simultaneous motions of crane due to activation of multiple push buttons at the same time. Limit switches are provided against over hoisting / over lowering and over travel in cross and longitudinal direction. |
| Hoist | INDEF brand Wire rope electric hoist.<br>Hoist is generally conforming to IS 3938. Externally mounted TEFC, Squirrel cage, 54 Crane duty induction motor is provided for hoisting and lowering. Wire rope is as per IS 2266 and Hoist motor is as per IS 325 with class 'F' insulation and IP-55 protection. Hoist drum is of seamless steel pipe. For other details refer wire rope hoist catalogue |

Special features: • Cabin operated cranes • Remote controlled pendent • VVVF drive for speed control.




h.O.T.

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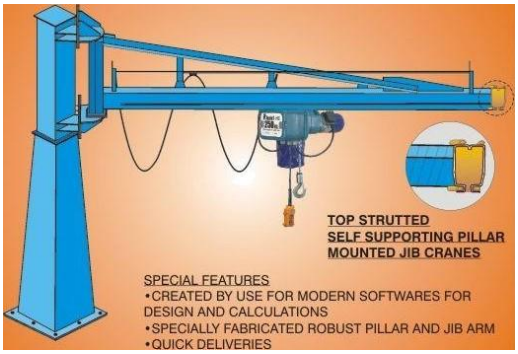
| Hook | It is as per IS 15560. Made from forged steel - C20, C30 or equivalent. It is collar or shank type in construction with safety latch. |
| **HOi5t** | INDEF brand Chain pulley block. |
| | The block is as per IS 3832 with triple spur gear and friction disc brake (self actuating type construction). Load chain wheel is made of heavy duty S.G.I casting with accurately cast chain pockeb. Load chain wheel is mounted on two ball bearings for smooth operation. Bottom block is made of heavy duty malleable casting. Each block is tested to 50% over load. |
| | For other details refer CPB catalogue. |
| Load chain | Grade 80 alloy steel as per IS 6216. |
| Hand chan | Grade 30 M.S. chain as per IS 2429. |

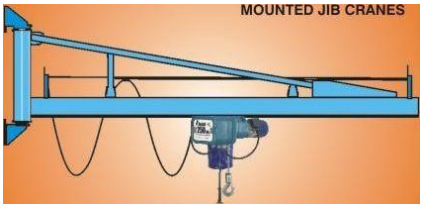
# Cranes

## Jib crane




Jib crane consists of jib arm made from light profile section and are supported on anti friction bearing to ensure long trouble free service. The arm can swing 270'. The arm is provided with end stoppers to limit the travel of trolley for lifting equipment. And supports the trailing cable system which supplies power to lifting equipment. The braking system is provided to prevent the arm from swing at higher speeds due to inertia of load, structure.

The arm is supported on a robust pillar fabricated from steel plates.




The pillar is tapering so that the increased section at the base provides good rigidity to the structure. The pillar and arm are designed to ensure minimum deflection at loaded conditions. Jib arm of wail mounted jib cranes is supported by brackets bolted on wall, or on column of existing structure.

The jib cranes are designed to suit all the required specifications of our customers.

We provide our standard electric hoists manually operated hoists as per the requirements of our customers.

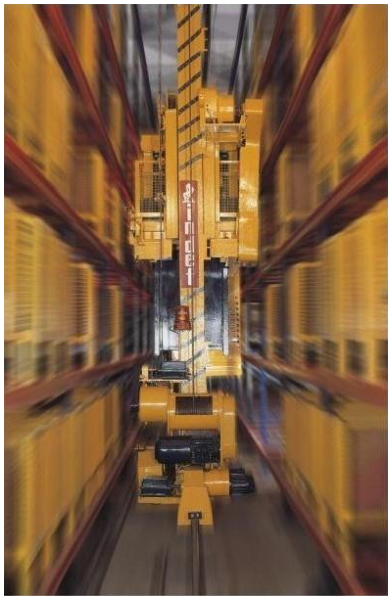
BOTTOM STRtJTED WALL MOUNTED JIB CRANEg

Jib cranes are available in two types in following range.

1) Self supported pillar mounted.
2) Wall mounted

| | |
|---|---|
| Capacity | 250 Kg. to 6000 Kg. |
| Jib Radius | upto 6M. |
| Lift | 10 Mtrs. |
| Seen | Manual / Electric |

# Aut0mated st0rage and retrieval s/stem



Serves upto 20m rack height
InCm ascd space utilisation

Use of telescopic forks
Very narrow aisle operation, saves floor space

Fast speed operation
Very high throughpr‹t rate, mum ofticicncy

Cabin controlled operation
M‹Jkcs storage and retrieval quicl‹, also enables order picking

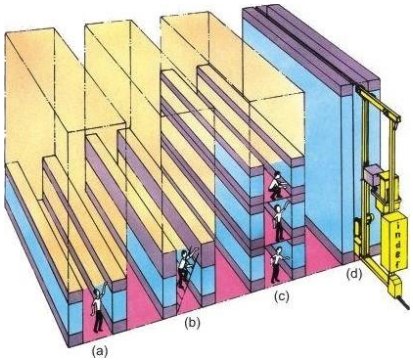
ASRS compatibility for computerised ware house management
Complete automation possible

Stores cube utilisation
a) Manual storing methods
b) Using ladder or forklift
c) Multiple storage systems
d) Using stores stacker

## Less space more access

The Stores Stacker Crane utilises all available height of stores area. It can be designed to serve racks upto 20 mtrs. height. Stores Stacker combines operating efficiency with maximising the throughput per square metre of space. Suitable for today's competitive manufacturing, processing and distribution centres.

Rack supported ware house can be built by cladding the racks externally from all the sides. Thus there is no need of constructing stores building.




Favourable area

Unvarourable area

Wasted area

ID Unproductive area

The benefits are many:

- Maximum utilisation of space
- Higher storage capacity
- Direct access to each storage unit
- Reduced manpower
- Higher product pickingrates
- Reduced product damages
- Lower operating and maintenance cost

# Automated st0rage and retrieval system


**How does the stores stacker work?**

The goods to be handled are kept on pallets or in bins and stacked in high racks. Each individual pallet can be stored / retrieved individually in any order, without disturbing other stored material. Racks with height upto 20 mtrs. and any length can be serviced. Multiple rows of racks can be served via transfer car.

**Hoist**

Operator cabin with fork moves vertically guided between the two masts, pulled by two wire ropes on single hoist. Each rope is capable of holding cabin and load with recommended safety factor. The wire rope hoist has a motor with two speeds. Fast speed for travelling to vertical rack location and slow speed for accurate positioning. The palletized load is lifted and lowered on supports in the racks using slow speed only.

Long travel

Two different motors are provided for horizontal long travel of the entire stores stacker. Fast speed motor is coupled via fluid coupling for smooth operation and used for travelling to desired horizontal rack location. 5low speed motor is for accurate positioning. Fast motor is fitted below the electrical panel at the rear of the carriage. Slow motor is fitted below the hoist at the front end of the carriage. Simultaneous hoisting motion and long travel motion are possible.

**Fork**

Motorised telescope fork is provided to handle the load. Fork extends in the racks on both the sides. Other types of load, handling devices can be fitted to serve a variety of unit loads based on requirement.

**Technical specifications***

| | | | |
|---|---|---|---|
| Capacity (incl. pallet weight) | | 1T | 2T |
| Long Travel Speed M/min | Fast | 96 | 96 |
| | Slow | 3 | 3 |
| Hoisting Speed M/min | Fast | 21 | 21 |
| | Slow | 2 | 2 |
| Fork Speed M/min | | 25 | 25 |

(*We reserve the right to change any specification without prior notice.)

**Safety considerations**

System is designed in general as per safety requirements of FEM standards. Fault indicating lamps indicate any fault occurrence, to facilitate corrective action.

**Safety in operation**

- Dual hand operation based on dead man principle.
- Emergency door at bottom of cabin along with emergency rope ladder.
- Fail safe brakes for all motors.
- Limit switch for centering and dwelling of fork.
- When fork is out of centre position, only vertical slow or fork movements are possible.
- All conflicting commands are electrically interlocked.

**Safety while hoisting / lowering**

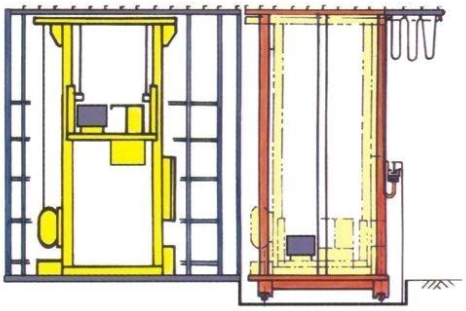
- Over-hoisting limit switch.
- Over-lowering limit switch.
- Master cut-off in case over hoisting limit switch fails.
- Hoisting operation always starts only in slow speed and then switches over automatically to fast speed when operated by fast lever.
- Limit switches in uppermost and lowermost mast position to switch automatically from fast to slow hoisting speed.
- Hoist slack wire limit switches for both the wire ropes. The master cut off is activated in the event of slacking of any of the two wire ropes.

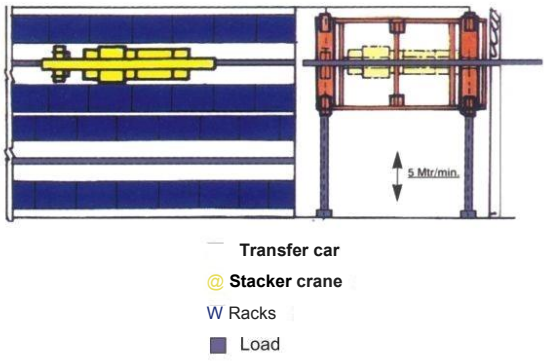
**Safety against rope failure**

- Cabin is suspended by two wife ropes on single hoist, each rope is capable to hold cabin and load with recommended safety factor.
- Additional over-speed governor to actuate emergency breaking system if both hoisting ropes fail.
- Over-speed governor also actuates master cut-off for electrical circuits.
- Limit switch to sense overspeed governor system is working and operating within designed hoisting / lowering speed limits.

**Safety in long travel**

- Limit switches to cut-off fast horizontal motion in front and rear extreme positions of aisle.
- Limit switches to cut-off even slow motions when mechanical stoppers at extreme ends are reached.
- Master cut-off limit switch in case of failure of other limit switches.






### Transfer car - for multiple aisle crane transfer system

Store stacker operates in a single aisle between two rows of racks. It is dedicated to serve two rows of racks on either sides between which it operates. To serve other aisles, the stacker has to be moved from present rack aisle to other desired rack aisle with a transfer car.

The transfer car has a twin drive. Cross travel (perpendicular to crane rails) speed of 5 M/min. All transfer car operations are possible by operating push buttons, remaining seated inside stacker cabin after stacker is fully positioned on transfer car.

Stacker can transfer on transfer car only in slow speed. Fast long travel speed gets switched off automatically while approaching transfer car. Sensing system ensures that the stacker being transferred does not carry any pallet with load and that the cabin is at the lowermost position.

Safe operation is ensured in such a way that cross travel motion of transfer car is possible only when stacker is fully secured inside transfer car without any load or electrical power. All the mechanically locking devices are electrically operated

Transfer car has to be locked in place again before re-transferring the stacker from transfer car to desired rack aisle. Approx transfer time from one aisle to other without any live load on crane is 6-10 minutes based on system configuration

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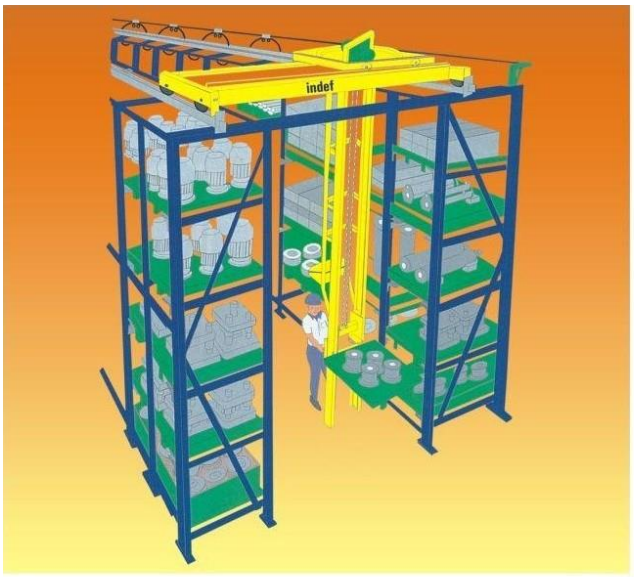
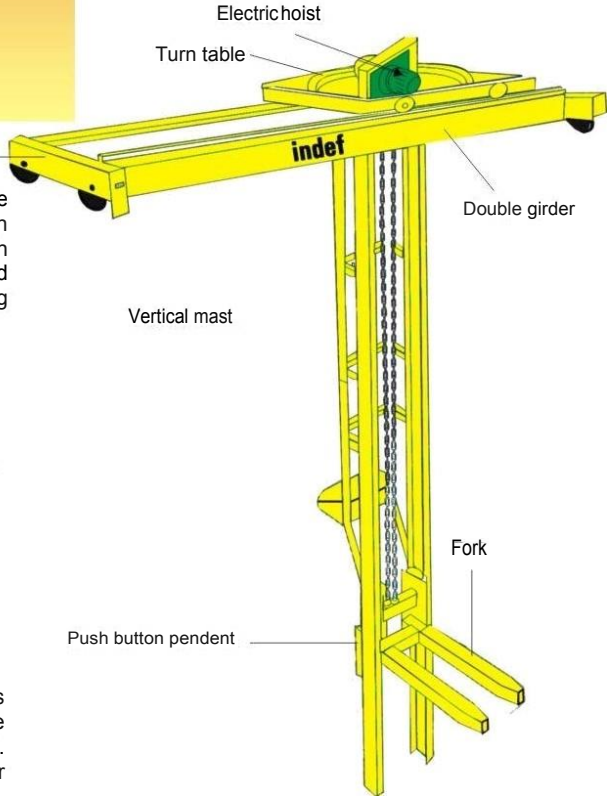



- Serves upto 8 m rock height with narrow aisle
  Maximum utilisation of floor and space area
- No derating of capacity at any level
  Ease of operation to keep any load anywhere
- Double deep and multi aisle storage system
  Increased storage capacity
- 360° turntable for rotation
  Permits rotation in narrow aisle
- Fully electrical system
  Lower operating and maintenance cost




The stacker cranes are used for high density storage of material. The goods to be handled are kept on pallets or in bins and stacked in high racks. Each individual pallet can be used/retrieved independently, in any order, without disturbing other stored pallets.

## Features

- Rugged structural steel construction.
- Single crane can serve multiple aisles/racks.
- Materials can be stored / retrieved in any order.
- Safe operations with improved accessibility.
- Lift capacity of 1000 and 2000 kgs.
- Approx. 50-60% saving of floor space.
- Reduced storage / retrieval time.
- High density of storage achieved.

## Storage system

In floor operated stacker crane the operator operates the crane standing on the shop floor. The storage consists of high racks upto 8 meter (max.) height. The last loading level of pallet being at 6.5 meter (max). due to visibility limitations. Racks are segmented into horizontal bays and vertical tiers.

## Equipment

The stacker crane is an electrically operated equipment proven in use in rugged industrial environments. It is a single operator system designed to handle different types of loads on pallets (certain loads can be directly stacked).

The equipment has a fork attached to the vertical masts. These mash at the upper end are connected to a turn table which enables circular motion. The whole assembly is suspended on an overhead double girder. FLAME PROOF versions in 1t/2t models are available on request.

# floor operated stacker cranes

## Movements

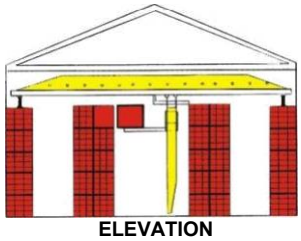
- Circu)ar — The turn table at the upper end of the mast facilitates 360 degree rotation in steps of 90 degrees.
- Long travel — The two ends of overhead double girders are supported on a pair of end carriages. The end carriages runs on rails laid throughout the length of the racks. This motion can be manual or motorised. The rails can be supported on racks or on RCC columns.
- **Cross travel** — The assembly with turn table can be moved across the entire length of the overhead double girder. This enables crane movement across rows of racks. Consequently same stacker can now service multiple rows of racks. This motion can be manual or motorised.
- **Hoisting** — Load is handled with the fork provided. A motor is provided to lift/lower the load. Overload clutch provided in models.

## Electric chain hoist:

- Well known "Indef" brand using very high factor of safety (16 for 1 Ton capacity.)
- FREE FALL LIMITER, in case of chain failure to limit free fall to max. 500 mm.
- Upper and lower limit switches for hoist, limits switches for long travel and chain guides are standard ppl'/.
- Integral fail safe brake.
- Grade 80 Alloy Chain.

## Multiple aisle system

This is facilitated by cross travel motion. As the assembly with turn table can be moved across the entire length of the double girder. The same stacker can now serve multiple rows of racks. Cross travel motion can be manual or motorised. The crane can serve any other rack by moving out of the present aisle, cross travelling and then entering the appropriate aisle of rack which is to be served. The number of rows of racks served by a single crane, depends primarily on the throughput requirement of the storage system. Other factors are rack depth and aisle width between racks. Maximum span is 20M.



**ELEVATION**

**PLAN**

## Specifications :

1. Capacity : 1000/2000 kgs. (including pallet)
2. Height of racks : 8 M max. f6.5 M highest loading level}
3. Length of racks : Custom built to any length
4. Span : 20M / (max.)
5. Hoisting speed : Motorised 4.8 M / min.
6. Long travel speed : Manual / motorised 15M/min
7. Cross travel speed : Manual / motorised 6M/min
8. Circular motion : Manual / motorised

## Electrical :

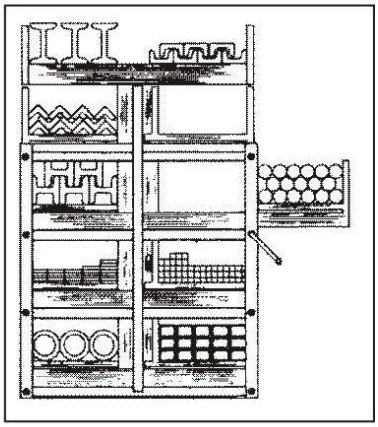
Safe to handle, 24 volts push button station mounted on mast with emergency stop.

Electrical interlocking to prevent conflicting commands. Electrical supply 415 V, 3 phase, 50 cycles A.C.

## Options :

- FLAME PROOF model
- We reserve the right to change any specification without prior notice

# Roll 8Ut fR£IG



Roll out rack is a compact storage equipment, ideal for long bars, channels, flats, pipes and tubes. It stores material vertically upto 5 levels freeing most of the stores area for other useful purpose. The stores is organised and occupies lesser area, as compared to other conventional storage systems. ROR increases productivity, since each item can be accessed individually without disturbing other stored material. All item in ROR, can be accessed independently in FIFO manner or any desired order. All material in ROR have to loaded or removed by overhead crane.

Specifications:

| | | |
|---|---|---|
| 1 | Total capacity | 25 Tons |
| 2. | Top fixed shelf (1 no.) | 5 Tons |
| 3. | Side sliding trays (4x 2 nos.) | 20 Tons |
| 4. | Capacity per sliding tray | 2.5 Tons |
| 5. | Handle force required for cranking | 25 Kgs. |
| 6. | RCC flooring (min. 150 mm. depth) | 15/ 20 Tons / $M^2$ |

Construction:

ROR is made of structural steel. It has one fixed shelf at the top, having a capacity 5 tons. And it has four sliding trays each on two sides having capacity of 2.5 tons per tray. Individual hand cranking arrangements for each sliding trays are provided at one end of the ROR to move the trays individually.

Working:

The sliding tray arrangement makes the system extremely easy to use and operate, as compared to other welded structures or the commonly used tree structure. For handling material from sliding trays, the desired tray is extended out by cranking its respective hand crank. Each sliding tray moves individually without disturbing other sliding trays or the fixed top shelf. After the sliding tray is extended the desired material is conveniently lifted or lowered by overhead crane.

As there is no overhead obstruction over ROR, material in the top fixed shelf can be handled directly via overhead crane. Oversized loads can be conveniently stored on the top fixed shelf.

Safety :

All sliding trays are provided with gravity operated locking links which locks hand cranks shaft after the tray is driven inside ROR and the cranking handle is removed. This prevents accidental sliding of trays. A wide base of ROR facilitates grouting and one by one sliding of trays. ROR does not allow overturning even when partially imbalanced loads are kept. Precaution has to be taken that capacity of each tray and shelf does not exceed its specified limit.

# VIMAL Industries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