

NXS SERIES

5th Generation High Technology Electric Wire Rope Hoist

MAINTENANCE AND OPERATING MANUAL

CMAK Crane Systems

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Dear Customer,

Thank you for choosing CMAK's premium electric wire rope hoists. We would like to present this manual to assist you in using your hoist most efficiently which has been delivered to you after having been manufactured in modern facilities with diligent quality control.

We recommend you to read this manual carefully before using it and keep the manual as a source of reference in the future.

At the same time, this manual has been prepared to guide crane operators in order to; consider details, remind them of working safety issues, inform them about periodic inspections and ensure that periodic inspections are performed on time, before or during the operation of the crane.

Kind Regards,

Çakmak Vinç San. Ve Tic. A.Ş.

Terms of Warranty

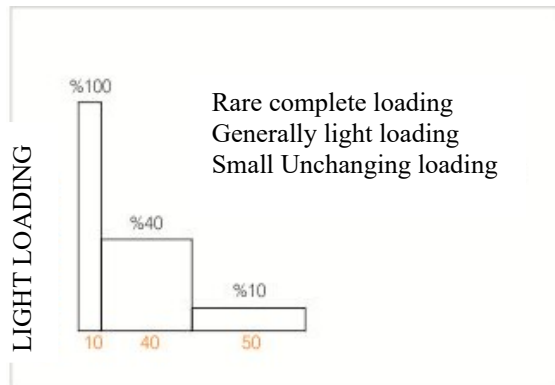
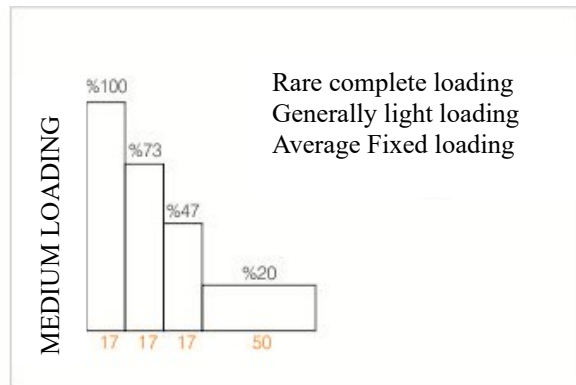
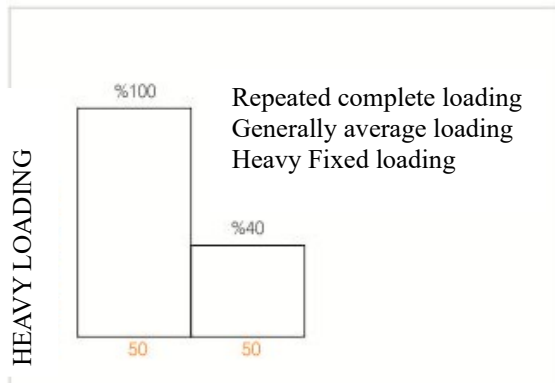
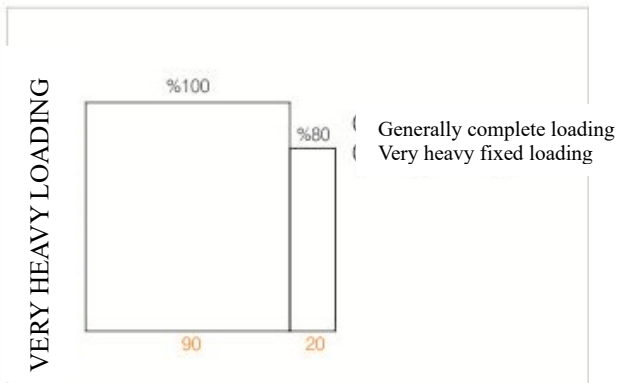
1. The periodical inspections and maintenances of the lifting machines of occupational safety and quarterly periodical maintenances should be performed as required in order to serve your crane for a long time and to be valid for CMAK warranty, the maintenances of your crane that are stated in the maintenance catalogue and needed to be performed by your firm.
2. Your crane, including all manufacturing parts, is under the warranty of CMAK and its partner companies against manufacturing and assembly faults.
3. The warranty period starts on the date of invoice and will be valid for 24 months.
4. The warranty period for replaced or repaired parts is 12 months from the date of repair or replacement. However, this warranty period will end at the latest when the warranty period of the original delivered object expires.
5. Within the warranty period of CMAK products, malfunctions due to both material and manufacturing will be eliminated without any maintenance, repair, labour and spare part fee in the relevant servicing stations. Transfer of the product to our servicing station will be ensured by the customer if necessary.
6. In the event of sold products break down, due to manufacturing fault, within the warranty period and their repair is not possible, the replacement will be done free of charge in the direction of the report to be delivered by our servicing stations. Any replaced parts become the subsequent property of CMAK, and they have to be sent back to the CMAK for inspection without delay.
7. Electric wire rope hoist or crane has to be maintained and periodically serviced after the delivery and each service needs to be recorded in documents. The machinery must be serviced by CMAK or CMAK's authorized service partner company. Otherwise, the warranty is void.
8. The electrical control panel must not be adjusted/alterd by the person(s) who are not authorized by CMAK or its partner companies.
9. CMAK can not be held liable for any electrical damage due to unstable voltage and feeding (phase fluctuations).
10. If CMAK components are installed and operated without original CMAK electrics, frequency inverters or other CMAK control systems, CMAK assumes no liability for damages, consequential damages and losses to machine or personal injury resulting from the non-use of original CMAK control systems.
11. Defects in deliveries, especially construction defects or poor material, which prove to be defective within the period of this warranty as a result of circumstances existing before passing of risk, shall be, at the discretion of CMAK, repaired or replaced free of charge.

GENERAL INFORMATION

Safe Usage

Crane is material handling equipment; in other words, the main material handling machine for loads. It can not be used for lifting or carrying humans. Crane should be installed and assembled as per its purpose both indoors and outdoors. Ambient temperature should be between -5 and $+55^{\circ}\text{C}$ (for standard cranes; can vary with the specific applications). The humidity ratio of the ambient should be less than 90%. For the safe and efficient operation of the crane, Also, the working group of the crane should be classified correctly. Regular operation of the crane as per FEM9.511;

- Loading Spectrum
- Daily Average Run Time



Daily Average Run Time

The crane daily average run time can be calculated concerning the running time using the below equation

$$t = \frac{2 * H * N * T}{V * 60}$$

H: Average Height of Lift (m)

N: Number of Starts per Hour (starts/h)

T: Daily Run Time (h)

V: Crane's Speed (m/min.)

Determining the working group of the crane

When the loading spectrum and daily working hours of the crane are determined, you can see the working group of the crane from the following table.

SPECTRUM	DAILY AVERAGE RUN TIME ISO/FEM					
LOADING	<0,5	<1	<2	<4	<8	<16
LIGHT			M3/1Bm	M4/1Am	M5/2m	M6/3m
MEDIUM		M3/1Bm	M4/1Am	M5/2m	M6/3m	M7/4m
HEAVY	M3/1Bm	M4/1Am	M5/2m	M6/3m	M7/4m	
VERY HEAVY	M4/1Am	M5/2m	M6/3m	M7/4m		

CUBICLE MEAN LOAD	DUTY							
	M1	M2	M3	M4	M5	M6	M7	M8
	Theoretical Service Life (hours)							
$k \leq 0,5$ Light	800	1600	3200	6300	12500	25000	50000	100000
$0,5 \leq k \leq 0,63$ Medium	400	800	1600	3200	6300	12500	25000	50000
$0,63 \leq k \leq 0,8$ Heavy	200	400	800	1600	3200	6300	12500	25000
$0,8 \leq k \leq 1$ Very Heavy	100	200	400	800	1600	3200	6300	12500

Safe and Healthy Operation Principles

Efficient operation carefully follows safe working principles in order not to damage the environment and personnel. Operator and service personnel should know the safe working principles of the crane. Having the crane repaired by someone else terminates the contract and the guarantee scope. Using the crane wrong or delivering inappropriate service might cause accidents. Operation and safety training will introduce the operator to the essential safe handling of loads with the hoisting equipment and safety procedures to follow.

A safe and healthy operation should cover the following principles:

1. All safety rules should be observed and followed while operating a crane.
2. All lifting equipment operators should be appropriately trained both physically and mentally.
3. The load must not be obstructed by any object or personnel during lifting, lowering and transporting.
4. Cranes should not be used to lift loads above their nominal capacity.
5. All personnel should be warned and informed about approaching the overhead crane and load.
6. There should be at least 3 times wrapped safety winding of wire rope on the drum.
7. Crane operators should not be distracted during the lifting process.
8. All safety latches, slings and other hook connections should be tested for safe operation.
9. All loads should be lifted in a vertical direction and the rope should always be kept in drum grooves. If the rope gets out of the groove, immediately stop and fix the issue before continuing the operation.
10. The load must be attached to the hook tightly, secured and balanced appropriately.
11. The wire rope must be protected from any damaging practices like welding or cutting.
12. Any adjustments or repairs should not be done without getting CMAK authorization.
13. The wire rope hoist must be protected from colliding with any object.
14. The load must not be left unattended on the hoist/crane.
15. Limit switches are must be functioning and operational before starting hoisting and limit switches should not be used for standard/normal stop. The operator should stop pressing the movement button before reaching the limit switch limits.
16. Crane should not be operated when there is personnel on runway/tracks or service platform.
17. All equipment should be functioning and operational as desired before starting hoisting action. When a malfunction is observed, the maintenance should be called for service.
18. Indicated directions on the pushbutton pendant must match the crane movements and should be checked accordingly.
19. Crane hook should be able to rotate 360° freely.
20. Swinging and shaking the load is strictly prevented.
21. The crane should not be operated with twisted, entangled or wrecked wire rope.
22. The crane labels must be clear and should not be removed or covered.
23. Periodical maintenance/checks of your crane must be performed by authorized companies/personnel. A track of this maintenance/repairs should be kept and done as scheduled.

COMMISSIONING

Commissioning Principles

Before starting electrical works related to commissioning, the crane system should be rendered voltage-free. For this purpose, the mains switch or insulating switch should be turned off and secured against unauthorized operation. More than one padlock can be put on these switches at the same time. Everyone working in the crane can secure the crane against unauthorized operation with his own lock.

Commissioning should cover the following principles:

1. While commissioning the crane, make sure that the crane's voltage and mains working voltage are the same. The connections will be prepared according to the electrical projects of the crane, which can be found in the control panel.
2. All the electrical panels are 3 phase 1 neutral feeding or 3 phase 1 earth feeding (depending on the ordered configuration). The system is earthed within the panel. Earthing system will be activated with the earthing of the chassis on which the crane operates. If the user company doesn't establish an earthing system, the responsibility will be taken by the owner.
3. The first thing to be done when electricity is supplied to the crane is the inspection of the control button. When up button is pressed, it should be checked for lifting action. Otherwise, the phase array should be checked/corrected; if not, up-down limit protection system will not work and this will cause mechanically and electrically dangerous results.
4. If the system is not working when electricity is supplied to the crane for the first time, the phase protection and sequencing relay in the system will prevent the crane from working. It will be necessary to correct the phase array.
5. The feeding mains voltage, maximum 3% voltage drop will be permitted while the crane is being operated, Otherwise, it is dangerous to operate the electric wire rope hoist or crane.

Crane Acceptance Tests

Crane Acceptance Tests are should be performed by qualified personnel by the crane manufacturer. The test could also be done by third parties assigned by the crane owner. In this case, the owner of the crane is responsible for the selection of suitable personnel for these tests.

Qualifications of the test personnel:

- Comprehensive knowledge about the crane electricity system and machine structure
- Sufficient experience in crane operation, assembly, maintenance and repair.
- Technical rules about acceptance, regulations and safety instructions if needed, for instance, extensive information about the legislation pertaining to the prevention of accidents. The requirements of relevant national regulations should be taken into account.

Acceptance Test Before the First Commissioning

The acceptance test before the first commissioning should be done for all cranes that are ready to be operated under normal operating conditions by the test personnel.

It should be ensured that no one is under excessive danger during testing.

Personnel like crane operator should have the necessary qualifications for these operations during testing and should be made available by the owner of the crane system.

People participating in the test should be able to communicate perfectly. If direct communication between people rigging the load and people operating the crane is not possible, suitable equipment should be made ready by the crane owner.

Acceptance test should especially cover the following:

- All the inspections should be done according to the approved standards and agreed on conditions.
- Checking whether the assembled system is in accordance with the technical design information.
- Checking whether CE mark and declaration of conformity are in place (applies only for EU region)
- Checking the crane compliance with the safety regulations, e.g. the legislation pertaining to the prevention of accidents, are followed or not.
- Checking whether all safety equipment and safety measures are taken and also checking all brakes in terms of efficiency.
- Checking all the required safety distances.
- Dynamic testing with loading the crane with 1,1 times the nominal rated load.
 - Testing should be performed for all inappropriate load positions at the rated speed.
Inappropriate load positions are as follows:
 - In rotating cranes: hoist position at the greatest extension distance.
 - In other cranes such as gantry, overhead or jib cranes: At the middle of crane span and also at the hoist maximum side approaches.
 - If the controlling circuit of the cranes allows movement combination at the same time, (vertical lifting with horizontal travelling), the test should be performed in combination with these movements.
- Static test loading (without applying any shocks to the crane). This should also be performed in the most inappropriate load positions.
 - In cranes where all movements are done with manpower (no motors are involved), 1.25 times the rated load of the crane.
 - For EOT cranes the test should be done with 1.25 times the rated load of the crane. The test load should be lifted slowly and closely to the floor. No deformations or visible damages should have appeared on the crane or the girders.
- Test results should be documented in the inspection handbook.
- Test personnel should make the final decision about commissioning.
- If there is any deficiency during testing, the crane owner is responsible for eliminating them; test personnel should decide if a test is required or not after the deficiencies have been eliminated.
- Dynamic test loading should be done with 1.1 times the rated load of the crane. Each mechanism of the crane should be tested several times. Dynamic test loading contains rising and lowering of the load, as well as checking the actions of all other mechanisms after combined working actions as specified earlier.
- The acceptance test as per this section doesn't exempt the owner from tests that are required additionally as per national regulations.
- If the national test regulations foresee test loads higher than those described in this section, the manufacturer should be consulted and informed during the fabrication.

Acceptance Test After Important Changes

An acceptance test should be done by test personnel before re-commissioning after applying main changes.

Examples of these changes:

- Changing the current type
- Changing the hoists
- Repairing or replacing the drive motors
- Increasing the carrying capacity of a crane system
- Extending the rail of a crane
- Conveying the cranes in fixed crane systems to other crane rails
- Welding works in carrying structure components
- Structural changes in carrying construction
- Repairs in carrying construction components. These include;
 - Crane rail carrier, crane rail support part, crane carrier, end truck carriage, service platform, etc.
- Changing the working conditions in terms of run time and crane system load spectrum.

Periodical Inspections

The full system should be inspected by a test personnel every year but **at least once** according to requirement depending on the usage conditions (loading spectrum, operation frequency and ambient conditions).

A system with high run time and which is operated with full load occasionally should be inspected more frequently compared to, e.g., a crane that is used occasionally for assembly works and for which annual inspection is sufficient. Dusty or aggressive environments can also shorten the inspection time interval. For this reason, the testing times different that annual maximum inspection time should be determined together with the manufacturer by owner of the crane system taking into account usage conditions.

The results of the inspections should be documented in the crane inspection handbook.

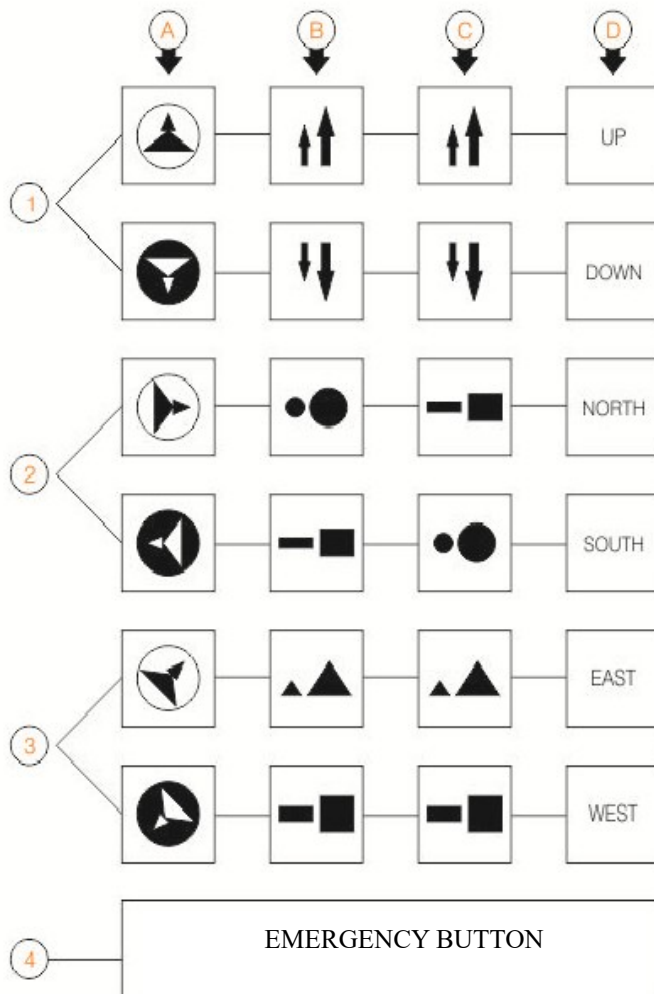
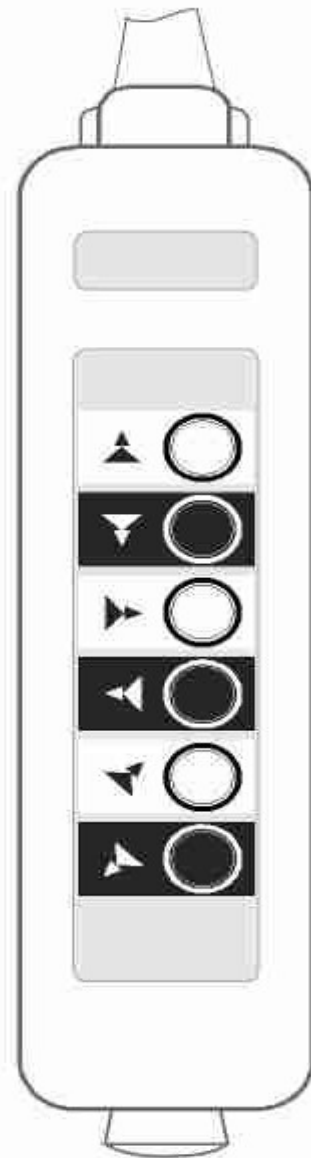
Periodical inspection should cover the following:

- Checking whether the data in the inspection handbook is available on the system or not
- Checking the structural parts and equipment against damage, wear, corrosion and other modifications.
- Checking whether anything is deficient in safety equipment/switches and brakes and efficiency of them
- Checking the crane rail together with the supports and connectionsIn electric wire rope hoists: determining the part that has been consumed from theoretical usage life.
- Additional inspection when deficiencies limiting safety occur and when they are eliminated.

OPERATION

Using Button Controls

All travelling operations of the crane are controlled by means of these controls. There are directing symbols on the controls. If the hoist has a remote control (radio control) separate operating instructions for the remote controller are provided with the hoist.

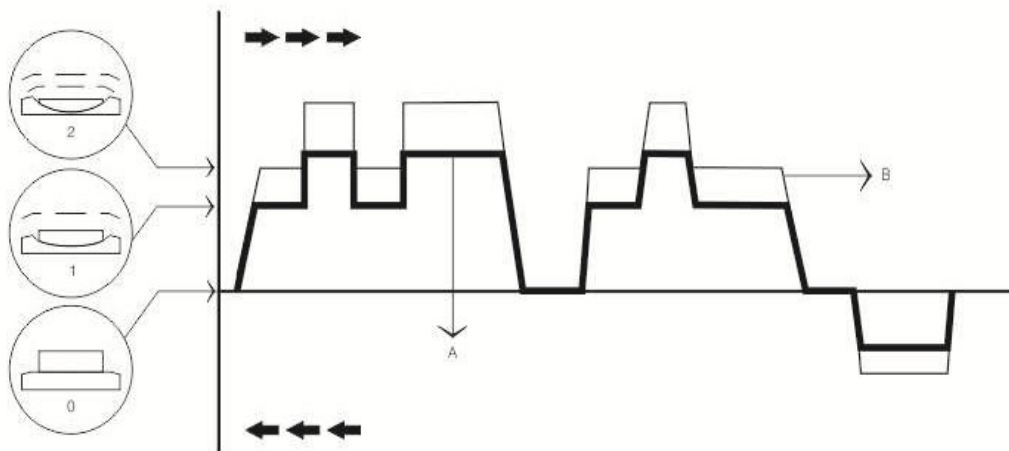


- A. Symbols comply with FEM and DIN standards
- B. Symbols comply with SEN standard
- C. Symbols comply with SFS standard
- D. Symbols comply with ANSI standard

- 1. Up / Down push button
- 2. Right / Left push button (for Trolley) (North / South)
- 3. Forward / Back push button (for Bridge and Crane) (East / West)
- 4. Emergency Stop (released by turning, locked in some models)

- Release the emergency stop button by turning or use the key if it is locked.
- Choose the right position before using the buttons (1), (2), and (3).
- Choose the correct parking position for lifting.
- To park the crane, press the emergency stop button - button number(4)- to cut the electrical supply to the crane drives.

Using The Buttons



- A. Pushbutton Positions (0, 1 and 2)
B. Speed

Pushbutton Position affects the speed as follows

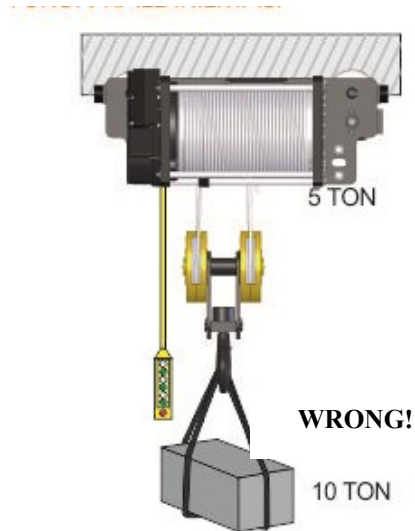
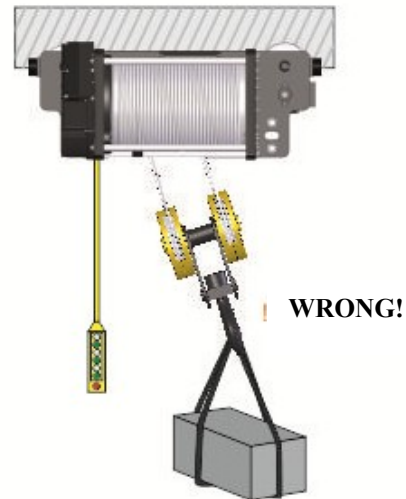
- Position 0: Zero position. Motion stops.
- Position 1: Slow Speed
- Position 2: High Speed

When the crane starts, it should start slowly then accelerated if the movement suitable for higher speed.

The crane shouldn't be accelerated immediately from zero the high-speed.

Lifting The Load

- The electric wire rope hoist should be exactly above the load before starting the lifting.
- The load should be lifted vertically with no inclined lifting.
- Cranes should never be used to lift a load above its nominal capacity.

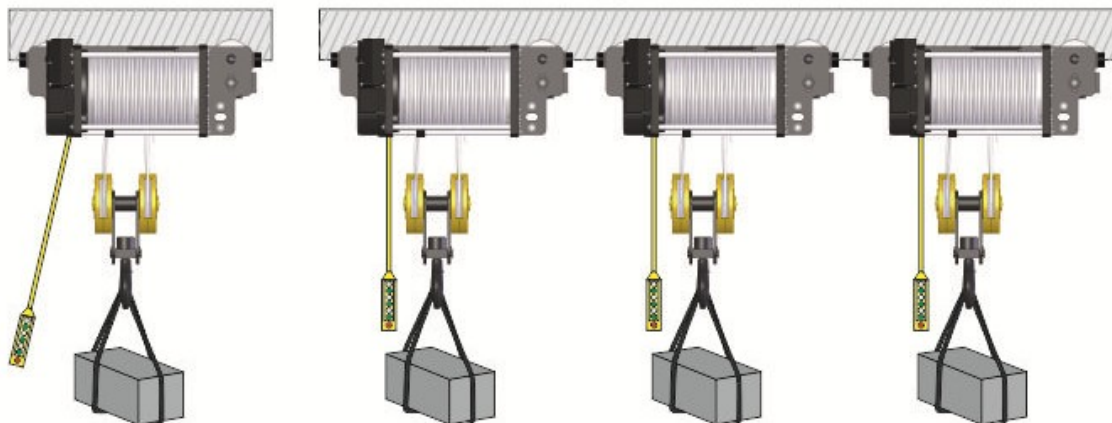


Using The Sling

70% of accidents occur while working with the sling. The sling must be attached in a suitable and safe position. Depending on the load, a proper and tested sling must be used to ensure a safe process.

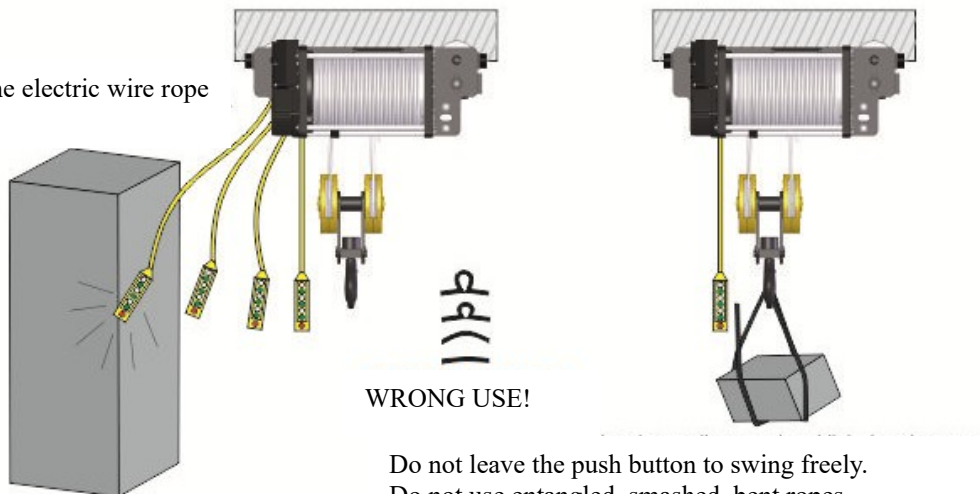
Basic points for using a sling

- Check the weight and centre of gravity for the load.
- Choose the most suitable sling according to the weight and shape of the load.



Do not lift when the sling is stretched. Stop and ensure suitable conditions for the lifting of load.

Do not stand below the electric wire rope hoist and load.



Do not leave the push button to swing freely.
Do not use entangled, smashed, bent ropes.
Replace them before operation.

Environmental Inspection During Lifting

- The surrounding environment should be inspected before and during the operation of the electric wire rope hoist.
- Do not pass the load over personnel.
- Electric wire rope hoist can not be used for transportation or lifting personnel.
- Lifting and transportation should be done safely and with minimum load.



Wire Rope

Points to be taken into consideration during the usage of a wire rope

Wire Ropes should be used, assembled and maintained with extreme care just like other machinery components. The chosen wire rope should comply with the working conditions.



- Excessive loading should refrain.
- In cold weather, sudden loading shouldn't be done.
- Frozen wire ropes should never be used.
- Wire Ropes should be prevented from changing direction in sharp corners or edges.
- Sudden and impact loading of the wire rope should refrain.
- Excessive bending should refrain.
- A regular lubrication process should be applied periodically.
- Regional wears on the wire rope should always be inspected.

Wire Rope Inspection

In order to ensure operational safety of wire ropes, they should always be kept under control. The visible problems as a result of visual inspection and their effects on the lifespan of the wire rope are as follows:

- Broken wires
- Worn and eroded wires
- Reduction in rope diameter
- Rope elongation
- Corrosion
- Insufficient lubrication
- Wear at the connections on wire rope ends
- Smashing, flattening or jam in cords
- Deterioration of pitch and elongation in the cord
- Formation of birdcage shapes
- Excessively worn sections
- Temperature damages, burnt and electric arc welding damages

MAINTENANCE

Operating and Maintenance instructions of the crane

1- Operator

- a. The crane should be used by a person who has an electrical and mechanical background and who is trained and aware of safety precautions.
- b. Crane operator must ensure that maintenance and repairs are done on time and the crane is ready for operation.
- c. In case of malfunction, electricity should be cut off and all the needed precautions should be taken to prevent electrical connection.
- d. In case that maintenance includes replacements, it should be ensured that the new parts comply with the standard values of the previous ones.
- e. During the maintenance, all precautions should be taken to prevent the fall of any tool. After the maintenance, no equipment/tool should be left on the crane or the runway.
- f. Before starts moving, crane tracks should be checked. No person should stand under the load in any case.

2- Load Lifting and Lowering Measures

- a. Loads shouldn't be lifted with slings that made of unwinding, bent, smashed, broken or fibrous materials.
- b. During the lifting and lowering processes, firstly low speed and then high speed should be applied. Standard motors are inverter controlled and the utilization of low speed should be 1/6 of high speed.
- c. Load should be lifted by bringing the lifting hook to the exact centre of gravity. It should always be used for lifting loads vertically and not used for horizontal or inclined loading.
- d. According to the work conditions, the load should not be moved when in a high position and should always be travelled as low as possible.
- e. Load shouldn't be passed over the personnel or offices. In the event that this is obligatory, safety measures should be taken.
- f. Sharp and sudden movements should be avoided in all movements of the crane.
- g. The load shouldn't be kept hanging for a long time and the crane shouldn't be left unattended while there is a load attached to the hook.
- h. Transportation of humans using the crane should not be allowed.

3- Measures During Traveling

- a. While the crane is moving in a certain direction, it shouldn't be moved in the reverse direction unless it stops.
- b. When the crane is loaded and travelling at high speed it shouldn't be stoped directly. The correct way is to wait for the moving masses to slow down.
- c. At the end of the task, electricity should be cut off or the main switch and other switches should be turned off.

4- Hook Block

- a. While on the floor, the hook block and connections of the crane should be checked. There shouldn't be any crack or break on the hook block. Connection shafts and bearings should be positioned firmly, lubricated and solid.
- b. The wire rope roller shaft should be checked and lubricated. It shouldn't be shifted, bent, stuck, etc.
- c. Hook block connections should be tested and secured.

5- Rail and Connections

- a. Crane track and rails should be clean and they shouldn't be bent, smashed or cracked.
- b. The aperture at the joints should be checked and bolts should be inspected.

6- Wheels and Gearboxes

- a. Wheels and bearings must always be inspected, cracked or broken parts should be replaced.
- b. Bearings and their connections should be checked and lubricated frequently. Bolts and nuts should be tightened.

7- Drums and Steel Ropes

- a. There shouldn't be any bending, smash or squeezing in the drums. Cable drum grooves should be lubricated.
- b. The wire rope shouldn't overlap or shouldn't get out of the grooves.
- c. The wire rope connection and connectors should be solid.
- d. Previous lubricants and rust on the wire rope should be cleaned with diesel, dried and lubricated with grease.

8- General Maintenance

- a. The lubricants around the crane should be wiped and dust should be removed using compressed air.
- b. Grease should be pumped into the greasing nipples, malfunctioned ones should be replaced. Old and dirty lubricants in the gearboxes should be replaced periodically.
- c. Deteriorated paints should be repaired, corrosion shouldn't be allowed.
- d. The maintenances should be recorded in the maintenance table and maintenance instructions should be reviewed at least once a month.

9- Maintenance Plan

- a. All electricity supply to the crane should be cut off and no load should be attached to the hoist.
- b. The crane maintenance can be done in a short time considering few intervals but it increases the durability of the crane.
- c. The maintenance of crane should be performed by an authorized person.

Maintenance Checkpoints

	MAINTENANCE CHECKPOINTS	INSPECTIONS DAILY	MONTHLY	QUARTERLY	HALF YEARLY	YEARLY	24 MONTHS
DAILY	Check whether there is any obstacle in the work area.	X					
	Check vertical and horizontal movements of the crane.	X					
	Check whether limit switches functions correctly or not.	X					
	Check the hoisting, cross-travel and long travel brakes	X					
	Check for excessive or abnormal noise.	X					
	Check hook block and traverse rollers	X					
	Check whether rope has been wrapped on the drum correctly or not.	X					
	Ensure that rope guide works correctly	X					
	Check damage to the rope or whether its thin wires have become fibrous or not.	X					
GEARBOX	Check the lubricants and lubricant levels of gears and gearbox. Complete if needed. Use the appropriate lubricants that are stated on the gearboxes. (See the lubrication chart)			X			
	Lifting gearbox lubricant doesn't require change.						
	Check whether gearbox lubricant seals leak or not.		X				
LIFTING GROUP	Lubrication of ring gear. (See the lubrication chart)		X				
	Lubrication of drum bearings. (See the lubrication chart)		X				
	Axial load guide maintenance		X				
	Lubricating the rope guide. (See the lubrication chart)		X				

	MAINTENANCE CHECKPOINTS	INSPECTIONS DAILY	MONTHLY	QUARTERLY	HALF YEARLY	YEARLY	24 MONTHS
GIRDERS AND TRAVELLING	Check whether rail, working profiles have bent or cracked.			X			
	Check any loosening of rails, under rail plates and bolts.			X			
	Check the loosening and deformation of assembly bolts and stoppers.			X			
	Check the corrosion of rails.		X				
	Check the joints of rails.			X			
	Check the loosening and bolts of carrier main head and girders.		X				
	Check the wear and deformation of rails on the girders			X			
	Check the trolley stoppers			X			
	Check the lubricants of travel gearbox.(See the lubrication chart)			X			
	Check the wear and deformation of wheels			X			
	Check the connection bolts of trolley wheel heads.		X				
	Check the loosening of motors and gearboxes assembly bolts.		X				
	Check the plates of trolley wheel shafts and any loosening.			X			

	MAINTENANCE CHECKPOINTS	DAILY INSPECTIONS	MONTHLY	QUARTERLY	HALF YEARLY	YEARLY	24 MONTHS
BRAKE	Check brake functions and adjustments (whether they miss loads or not)			X			
	Check any loosening of brake connection bolts.			X			
	Check whether it brakes on time.	X					
	Check the wear of brake linings and pressure discs.			X			
	Check brake pressure spring.				X		
ROPE	Check the break, wear, entangle or fibrous state of steel ropes.	X					
	Check the deformation and rust of steel ropes.			X			
	Check connection points and connection components of steel ropes.	X					
	Check the lubricant layer on the rope. Lubricate if necessary.			X			
	Check whether cross section of rope has reduced or not.				X		
END TRUCK CARRIAGES	Check the assembly bolts of trolleys.			X			
	Check and lubricate trolley wheels worn parts and gears.			X			
	Check the ball bearing of trolley wheels.			X			
	Check that trolley wheel rail is not oily.			X			

	MAINTENANCE CHECKPOINTS	DAILY INSPECTIONS	MONTHLY	QUARTERLY	HALF YEARLY	YEARLY	24 MONTHS
HOOK BLOCK	Check the deformation of hook cover and rollers.			X			
	Check the ball bearing of rollers of hook block		X				
	Check the hook safety catch.	X					
	Check the loosening and wear of hook covers, wedges and plates.	X					
	Check the wear, cracks and deformation of hook mouth.	X					

	MAINTENANCE CHECKPOINTS	DAILY INSPECTIONS	MONTHLY	QUARTERLY	HALF YEARLY	YEARLY	24 MONTHS
ELECTRICITY SYSTEM	Check the abnormal situations seen on the control button.	X					
	Check the connection points of control cables.	X					
	Check the switch connection points and cables.			X			
	Check the loosening of tightening screws of contactor and control cables.			X			
	Check the damages in the electricity panel.			X			
	Check the connection points and damages of contactors.			X			
	Check the function of contactors.	X					
	Check the lifting switch and its function.	X					
	Check the connection points and bolts of switches.			X			
	Check the energy intake systems and cables.	X					
	Check the current intake and cable trolleys.	X					
	Check any deformation of energy intake systems.		X				
	Check the position adjustments of limit switches.	X					
	Check whether overload switch works or not.	X					
	Check the connection points and damages of inverters.			X			
	Check the function of inverters.	X					

The charts are prepared in accordance with 1Am or DIN120.

These intervals should be shortened in higher duty class electric wire rope hoists.

This maintenance time that is necessary to carry out, is recommended by CMAK.

Causes of Malfunction – Trouble Shooting Tables

MALFUNCTION	POSSIBLE CAUSE	TROUBLE SHOOTING	NOTE
CRANE IS NOT WORKING	No mains voltage	Check the current collector Check Emergency – Stop button and contactor K1	
	Phase/Voltage Safety limit relay of the electric wire rope hoist/crane has been activated	Check the phase position Check the function of emergency limit switch	
	No Control Voltage	Check the control fuse in the control transformer	
WHEN A BUTTON ON PUSHBUTTON PENDANT IS PRESSED, MOTOR DOESN'T ROTATE	No mains voltage Electrical connection doesn't conform to rules	Check the voltage Connect all 3 phases correctly	
	Fuse is faulty Plug socket connections, cabling and push buttons are not attached correctly.	Replace the fuses Fix the plug socket connection component and secure with safety catch	Take into account wiring plan
	Contact fault at push button pendant. Broken cable cores at feeding cable or button box or travelling group	Check against cable connection sections for interruptions. Replace the control cable if needed	Warning! All works should be carried out in voltage-free environments.

MALFUNCTION	POSSIBLE CAUSE	TROUBLE SHOOTING	NOTE
MOTOR DOESN'T ROTATE HOWEVER IT PURRS WHEN A BUTTON ON PUSHBUTTON PENDANT IS PRESSED.	Faulty cabling or broken fuse	Check the cabling and check for the fuses.	Warning! The stator of the motor might get damaged.
	Contactor is faulty	Replace the contactor	Warning! All works should be conducted in voltage-free state.
MOTOR ROTATES VERY DIFFICULTLY	Brake doesn't activate and the motor works against closed brake	Check for brake faults	Refer to the wiring diagram.
	Crane is working over the tolerated values	Check the wheel grooves and rails.	
TRAVELLING IS POSSIBLE ONLY ON ONE DIRECTION	Switchgear on the pushbutton is faulty	Check or replace the switchgear component against malfunction	
	Broken cable cores	Check the control cable	
	Contactor is faulty	Replace the contactor	
	Crane rail has too much inclination	Correct the position of crane rail	
	Travel limit switch (if any) has been activated	Check the limit switch	

MALFUNCTION	POSSIBLE CAUSE	TROUBLE SHOOTING	NOTE
BRAKE DOESN'T ACTIVATE	No tension in brake coil. No alternative current in redresser entry.	Check and repair connections. Check the motor.	Warning! Unplug the cables before starting to work
	Redresser is not connected right or faulty	Check the correct current voltage in brake coil (approx. 90 V DC); connect the redresser correctly or replace	Follow wiring diagram
	Brake coil doesn't allow any electricity transition or is faulty	Replace the brake coil	Follow operation instructions
BRAKE DOES NOT STOP THE CRANE or THE MOVEMENT CONTINUES ABIT AFTER BRAKE CLOSES	Maximum air space has been reached (wear limit has been reached)	Adjust the brake	Follow operation instructions
	Inclination of crane rail is too much	Correct the position of crane rails	
ELECTRIC WIRE ROPE HOIST DOESN'T LIFT THE LOAD	Overload safety has been activated	Check or correct the adjustment. Bring the load to the permitted carrying load weight	
HOOK BLOCK IN 2/1 FALLS ROTATES WHILE LOWERING THE LOAD	There is an extension bending in the rope	Eliminate extension bending Follow steel rope assembly instructions and replace the wire rope.	
MOTOR MAKES CLICKING NOISE	Inverter Parameters are wrong	See inverter parameters and correct them	
MOTOR MAKES ABNORMAL NOISE AND GET OVERHEATED IN SHORT PERIOD OF TIME	Motor connections are loose and arching	Check Motor terminal box Check relays from electrical cabinet for loose connections	
	Feeding Voltage is low	Check and fix the feeding voltage when the hoisting operates with full load	

LUBRICATION / ADJUSTMENT / REPLACEMENT

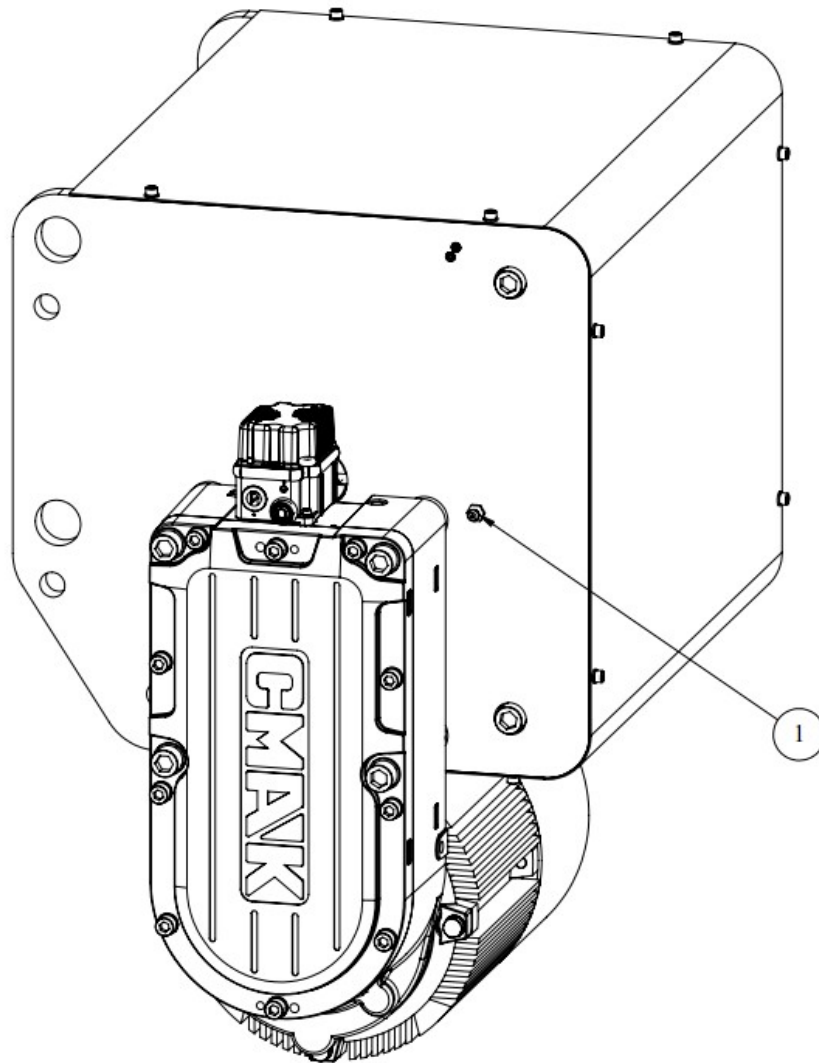
1. Lubricants

A low-grade lubricant can damage the gears or bearings. Use only the original lubricants recommended by CMAK.

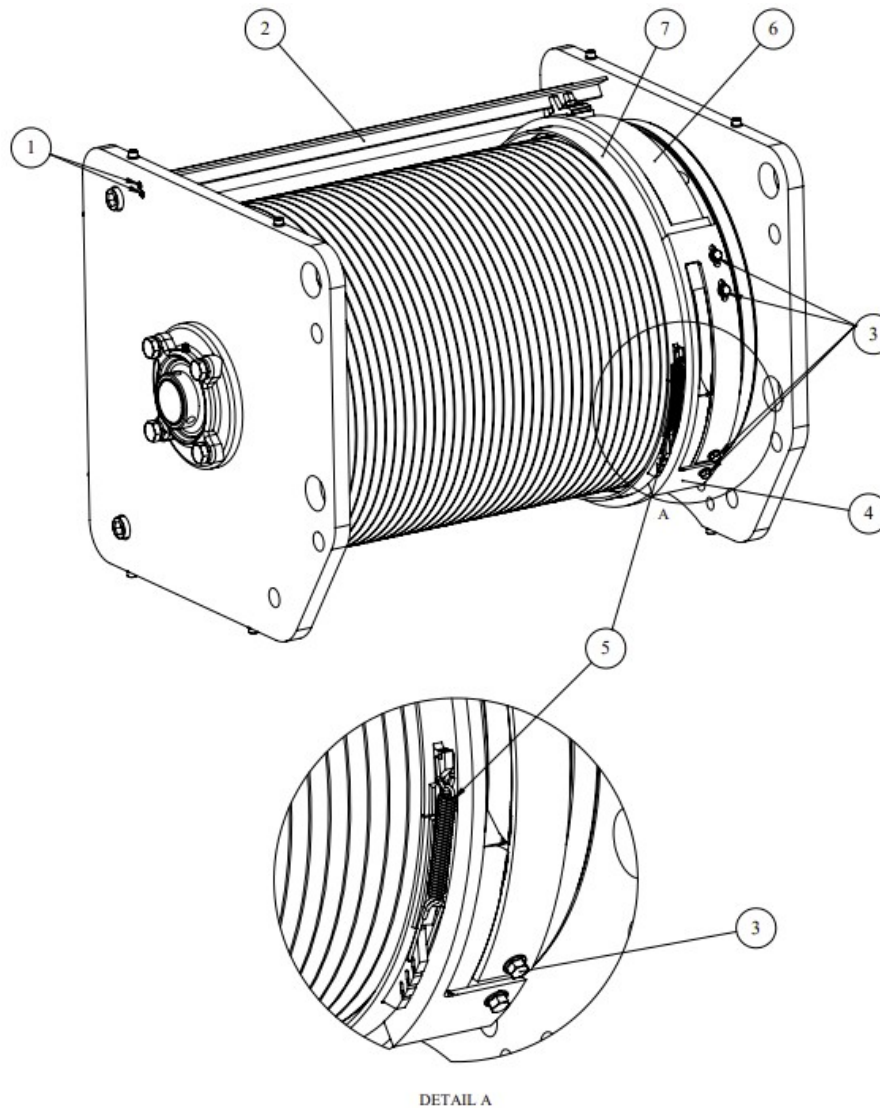
Usage	Brand / Model
Hoisting Gears (Synthetic oil)	TOTAL Carter SH 320
Trolley & Long-Travel Gearbox (Mineral Oil)	SHELL Omala Oel 220 MOBIL Mobilgear 630 MOBIL Energol GR-XP 220
Single Girder Hoist Trolley pinion Rope Guide	AXEL Yellow grease – Synth LI-EP 222
Hoisting Bearings and Drum Outer Gear	VISCOL Molysfer AW EP 2
Corrosion Prevention (for transportation) Wheels Drums Wire Rope	CORFINOIL Prolit – 500

a. Hoisting bearings

Refer to the lubricants chart, and lubricate from the location 1 with a grease gun.



2. Rope Guide



Disassembly

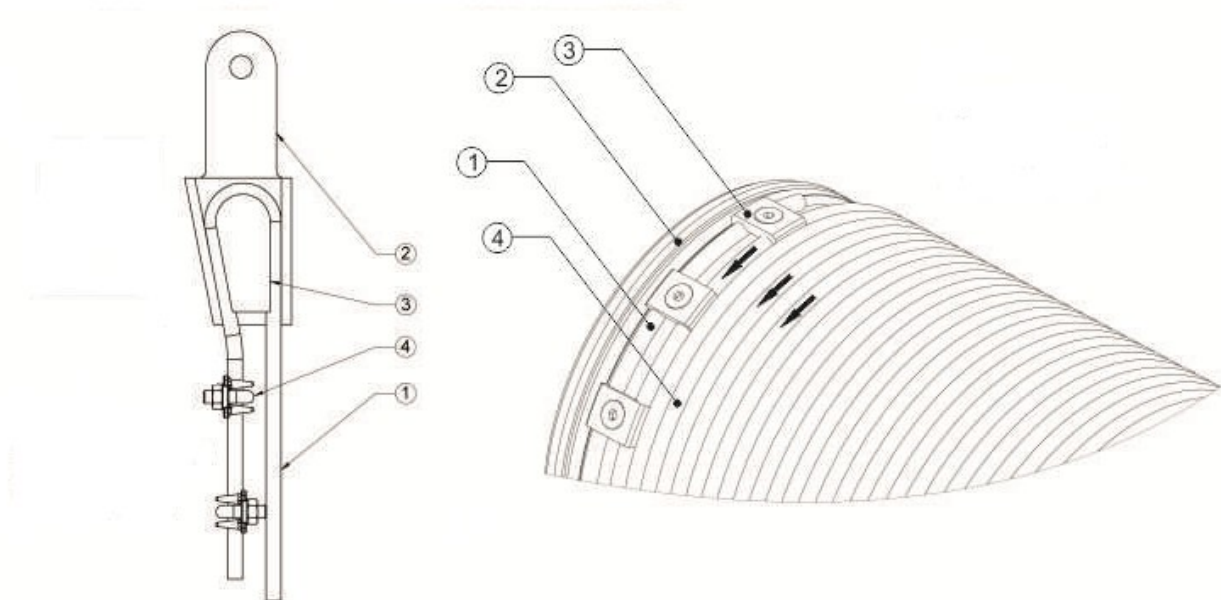
1. Remove screws (No:1)
2. Remove drum cover (No:2)
3. Remove screws (No:3), That will allow you to remove the part (No:4)
4. Dismantle the spring (No:5)
5. The rope guide body can now be pulled off the drum by moving the parts (No:6) and (No:7)

Assembly

1. Attach the rope guide body on the drum using the parts (No:6) and (No:7)
2. Assemble the rope guide spring. (No:5)
3. Assemble the part(No:4) and tighten the screws (No:3)
4. Install drum cover (No:2)
5. Tighten the screw(No:1).

3. Wire Rope

1. Rope
2. Drum
3. Rope Connector
4. Rotation Direction



Disassembly

1. Lower the hook down to the floor.
2. Disassemble the rope guide.
3. Disassemble the wire rope connector in the drum and remove the rope fixing wedge.

Assembly

1. Spread the new rope in such a way as not to be bent or folded under the electric wire rope hoist.
2. Wrap one of the ends of the rope on the drum twice.
3. Tighten the connectors in such a way as to assign two ropes to each connector.
4. Start the motor and assemble the rope guide, after the wire rope is winded 7-8 rounds.
5. Prepare the rope equipment and fix the tip of it in such a way to correspond to the wedge slot.
6. Lubricate the rope and loop it using the motor.
7. Adjust the hook up-down limit switch.

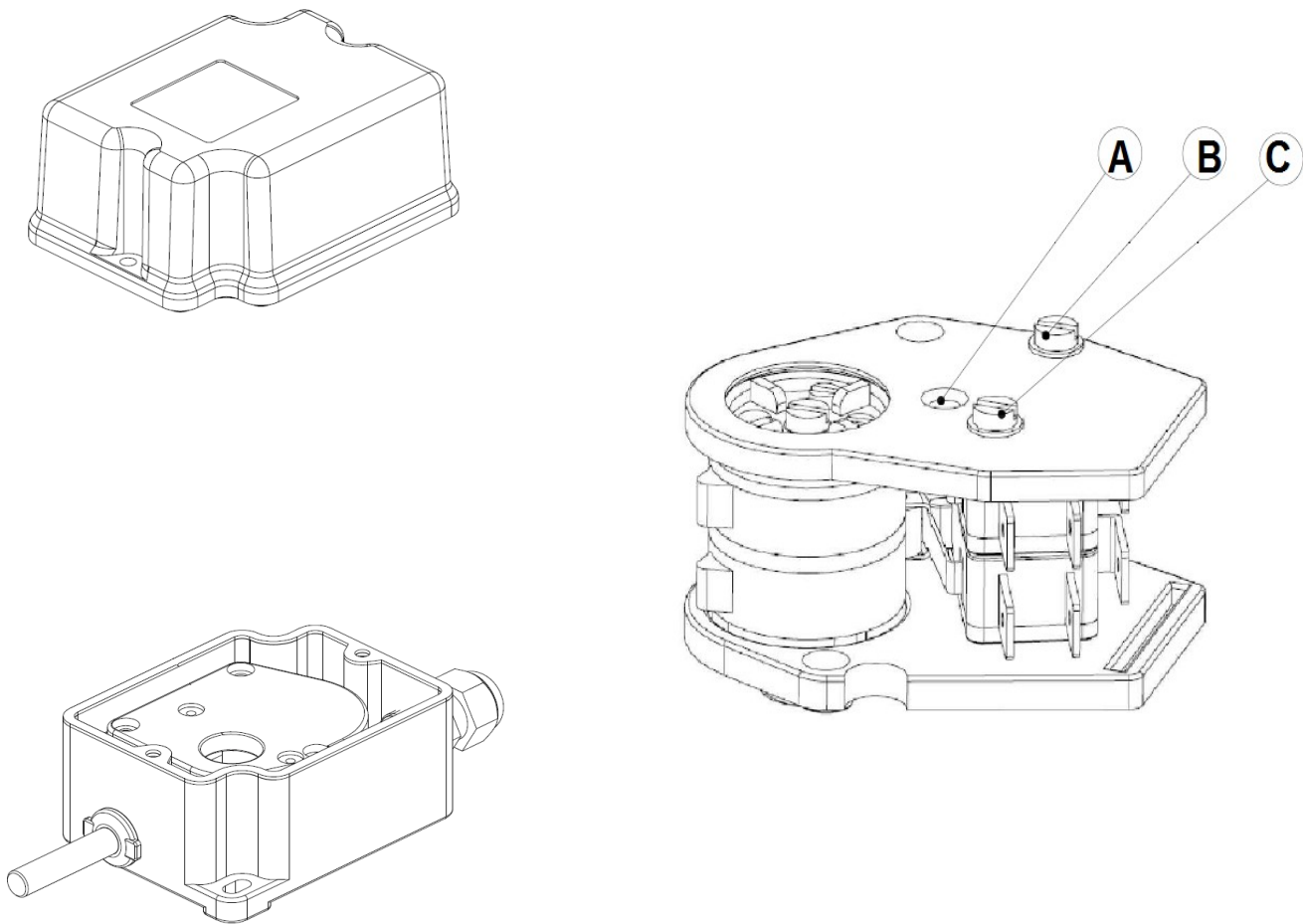
Use the new rope firstly with a light load and then gradually with heavy loads so that rope fits on the drum with normal tension.

Lubrication

Ropes should be lubricated with recommended lubricants (Refer to lubrication chart) and within a certain program. A good lubricant should have following features:

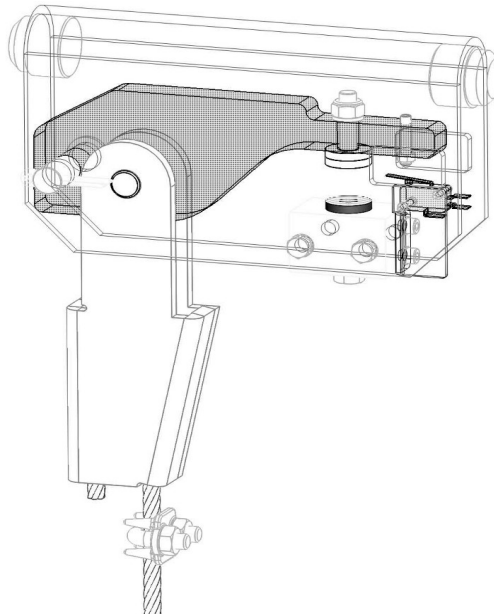
- Should be corrosion-resistant
- Should retain water
- Should be fluid
- Should be neutral chemically
- Shouldn't lose its features under high pressure

4. Rotary Limit Switch



1. Loosen the fixing screw and remove the cover.
2. Loosen the central screw of the cam set. (Refer: A)
3. Adjust the operating point of each single cam by turning its screw (Refer: B and C).
4. There are 2 numbers indicated nearby cams. 1 numbered cam adjusts lower limit; 2 numbered cam adjusts upper limit.
5. Tighten the central screw of the cam set after adjusting the limits.

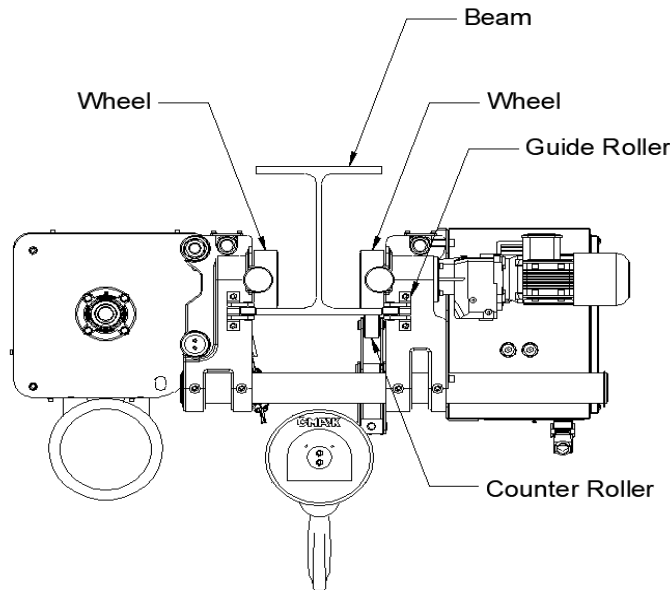
5. Overload Device



Adjusting the electro-mechanical overload device:

1. Reach the traverse where the overload device is located at.
2. Use a Hex key to adjust the DIN916 type M6 calibration screw. Note that this is widening or reducing the gap between the microswitch and bolt, thus widening the gap means the threshold torque is increased thus the overload limit is increased.
3. While doing this make sure to have a test load that the overload should be set at.
4. Repeat step 2 until the hoist does not lift the overload but the SWL.

6. Single Girder Low-Headroom Trolley Adjustments



The trolley assembly consists of four main wheels, two guide rollers, and a counter roller. Correct geometry of all these components is critical for safe operation.

Engineering Note: Counterweight and System Leveling

- The standard NXS hoist is designed without an integrated counterweight to minimize total system weight and reduce the structural load on the bridge.
- Because there is no counterweight on the standard hoist, the unit may naturally tilt or appear unlevel during the initial hanging phase.
- Installation Leveling: If the hoist is not equipped with a counterweight, installers may need to apply manual pressure or force to the hoist body to level it and ensure all four main wheels seat correctly on the flange.
- Optional Counterweight: If the hoist is ordered with the optional counterweight, the center of gravity is shifted to allow the hoist to level itself more easily during assembly.



Prerequisite, Read Before Proceeding

1. Proper Seating on the Beam: Before any adjustments are made, the hoist must be fully seated on the bridge beam. You must ensure that the four main wheels are in direct, flush contact with the beam flange.

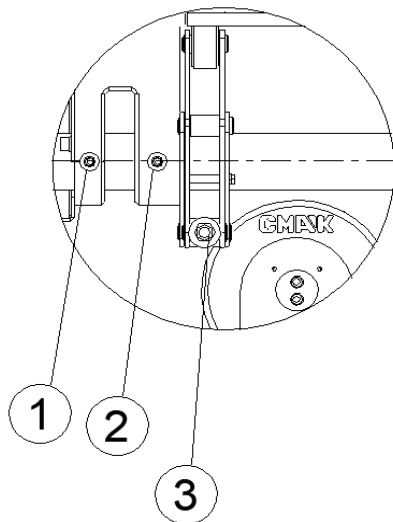
2. Correct Use of Support (Cradle/Pallet Jack): If you are using a cradle or pallet jack to lift the hoist into position:

- Leveling First: Use the lift/cradle to get the hoist close, then manually level the unit so the wheels sit flat on the beam.
- NO Mechanical Leveling: Do NOT use the set screws or the counter roller to "pull" the hoist into a level position.
- Seating Verification: Visually confirm the weight is on the main wheels, not the side rollers before you begin any tightening.

3. Prohibited Tightening Sequence: Never begin tightening the set screws or counter roller while the hoist is still being supported by the cradle if the wheels are not yet touching the beam.

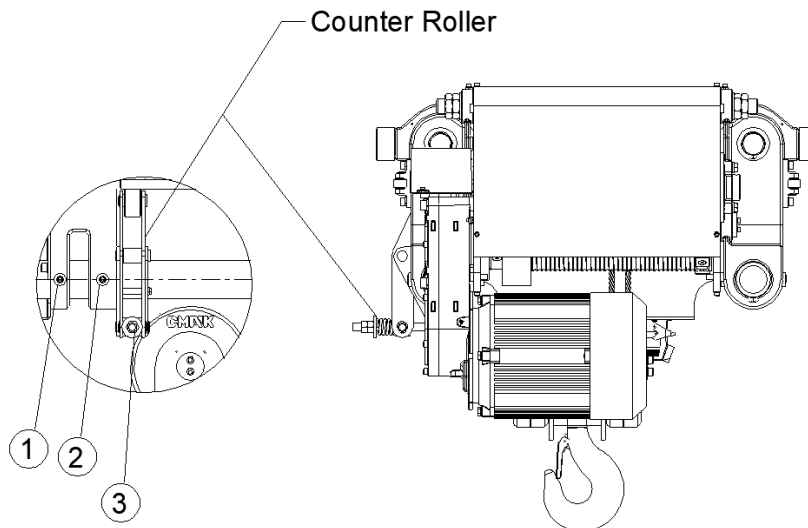
⚠ WARNING: Adjusting or tightening components while the unit is improperly seated will force the load onto the side rollers. This will cause permanent structural deformation and mechanical failure once a load is lifted.

a) Flange width Adjustment



- Loosen the set screws via an Hex key which exist on control panel side. (No: 1-2)
- Loosen the spring loader nuts on counter roller. (No: 3)
- Adjust the trolley to the required flange width via using the rods.
- Tighten the set screws and the spring loader nuts. (No: 1-2-3)

b) Counter Roller Adjustment



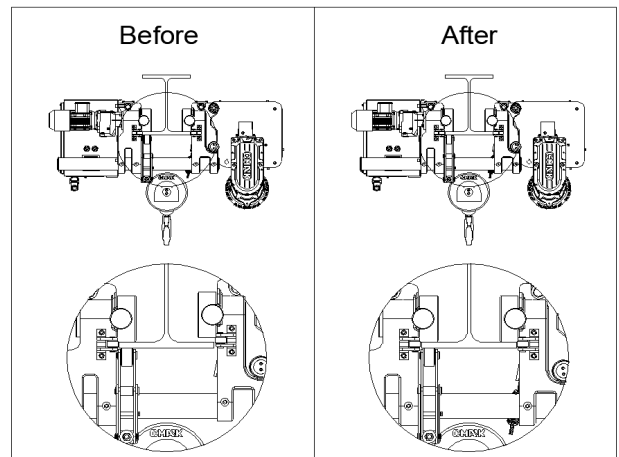
Confirm the hoist is fully hung on the beam on all four main wheels before adjusting the counter roller. The counter roller must be adjusted with the hoist in its operating position suspended on the bridge, not while resting on any floor-level support.

- Adjust the counter roller via tightening its adjustment nuts until the wheels of the trolley on both sides are fully in contact with the upper side of the bottom flange and also, the trolley is in balance when there is no load on the hook.
- Be sure that the counter roller contacts the underside of the bottom flange properly; not very tight or loose. If it contacts very tightly, it will cause abnormal noises and also, damage to the counter roller.
- **WARNING: DO NOT TORQUE THE COUNTER ROLLER SPRING, THE COUNTER ROLLER ONLY NEEDS TO CONTACT THE BOTTOM OF THE FLANGE, AND NOT APPLYING PRESSURE ON IT. IF TORQUED, THE CROSS-TRAVEL SYSTEM CAN INSTANTANEOUSLY GET LOCKED AND SUDDENLY STOP, WHICH MIGHT CAUSE SERIOUS DAMAGE TO THE SYSTEM.**

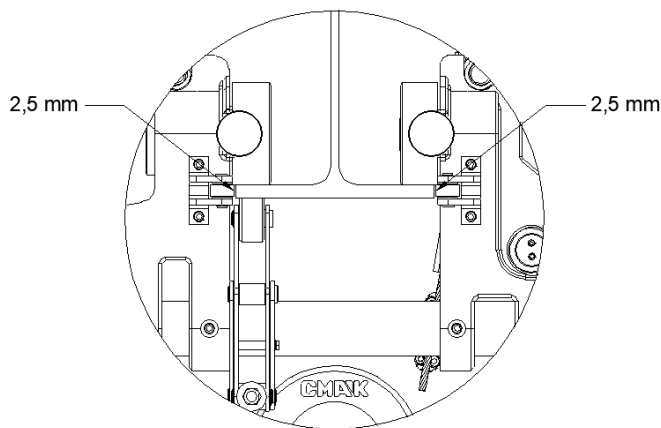


***Caution**

- To provide precise contact of the trolley wheels, do not paint the upper part of the bottom flange where the trolley wheels run.
- Consider the slight deviation on the girders while adjusting the counter roller as it might cause the counter roller to contacts very tightly in the deviated parts of the girder.



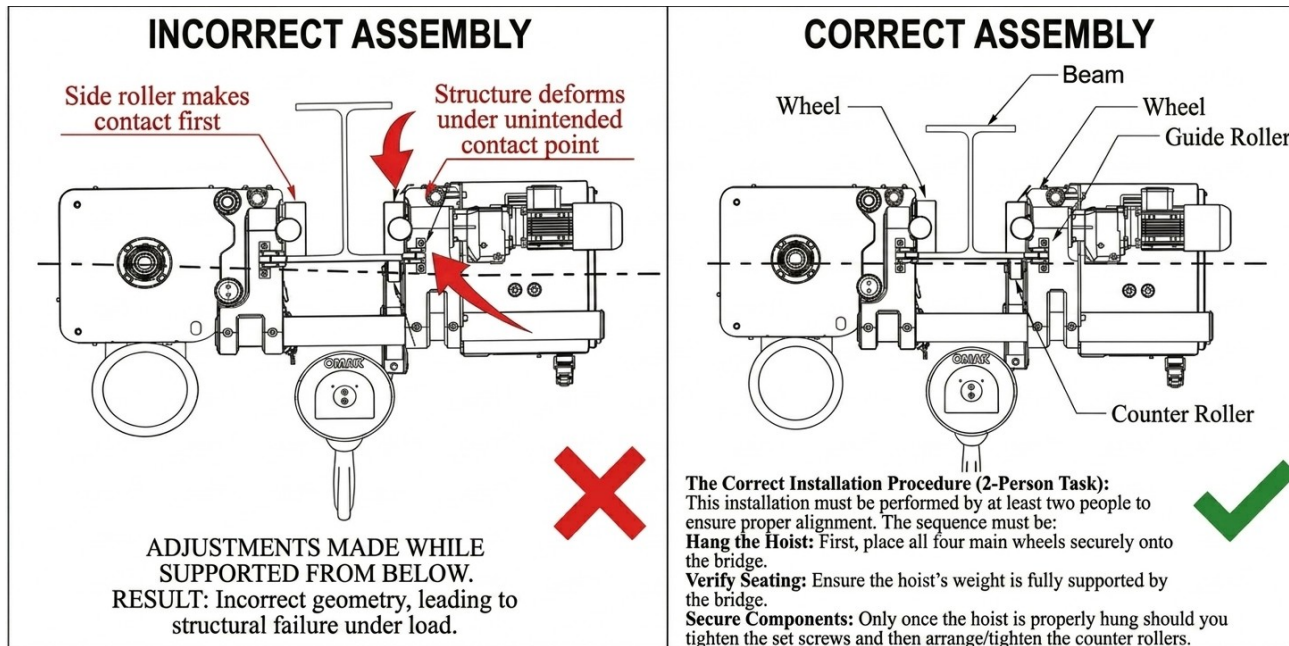
c) Side Roller Adjustment



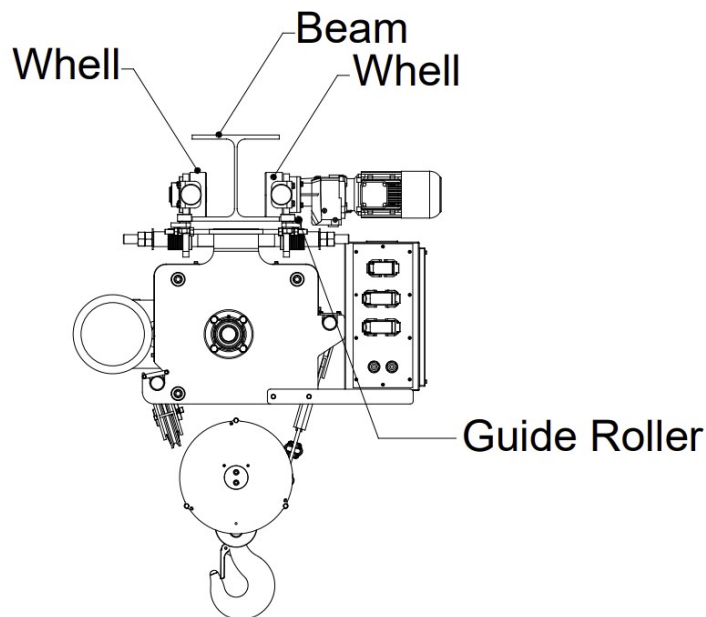
- Adjust the side rollers when the wheels of the trolley on both sides are fully contacted with the bottom flange and also, the trolley is in balance when there is no load on the hook.
- Be sure that the distance between the side roller and flange is 2.5mm on each side (2.5mm + Flange width + 2.5mm). If they contact tightly, it will cause abnormal noises and damage on the side rollers.

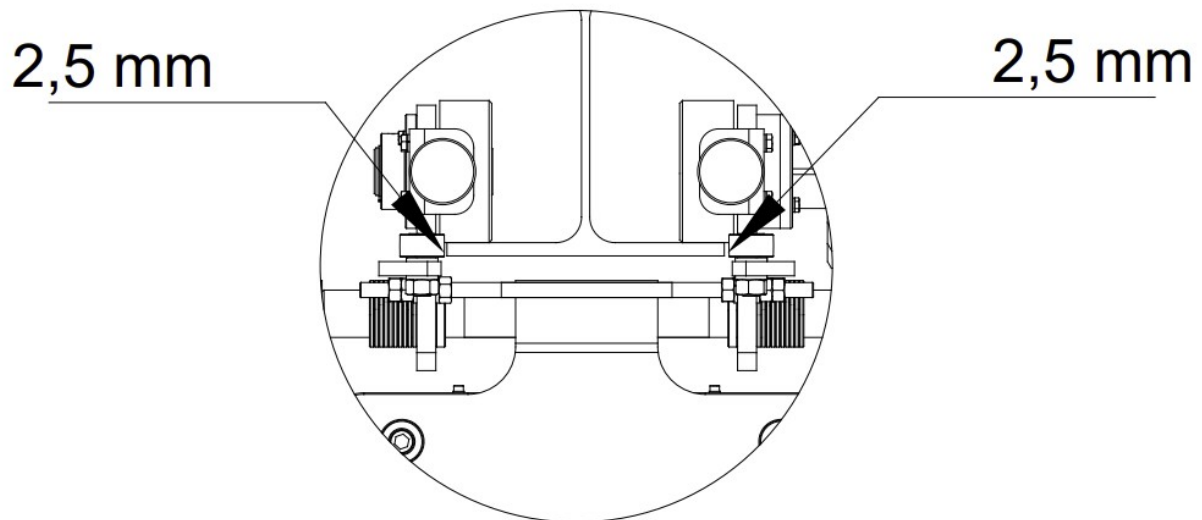
***Caution**

- To provide precise operation of the side rollers, do not paint the side part of the bottom flange where the side rollers run.
- To provide precise contact of the trolley wheels, do not paint the upper part of the bottom flange where the trolley wheels run.
- All surfaces of the side rollers does not need to contact the flange. Even if a part of the side roller contacts the flange, that will be enough for the operation.
- Consider the slight deviation on the girders while adjusting the side rollers as it might cause the side rollers to contact tightly in the deviated parts of the girder.



7. Single Girder Normal-Headroom Trolley Adjustments



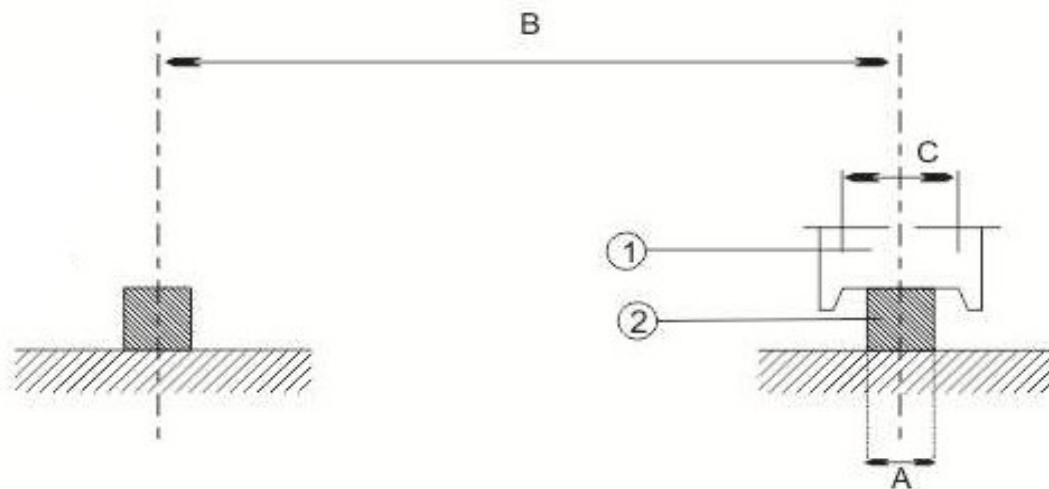
a) Side Roller Adjustment

- Adjust the side rollers when the wheels of the trolley on both sides are fully contacted with the bottom flange and also, the trolley is in balance when there is no load on the hook.
- Be sure that the distance between the side roller and flange is 2.5mm on each side (2.5mm + Flange width + 2.5mm). If they contact tightly, it will cause abnormal noises and damage on the side rollers.

***Caution**

- To provide precise operation of the side rollers, do not paint the side part of the bottom flange where the side rollers run.
- To provide precise contact of the trolley wheels, do not paint the upper part of the bottom flange where the trolley wheels run.
- All surfaces of the side rollers does not need to contact the flange. Even if a part of the side roller contacts the flange, that will be enough for the operation.
- Consider the slight deviation on the girders while adjusting the side rollers as it might cause the side rollers to contact tightly in the deviated parts of the girder.

8. Double Girder Trolley and Rail Dimension Cross-check



1 - Trolley Wheel

2 - Rail

- Check the distance between the wheel centre axis to the rail centre axis (B).
- The width of the rail surface where the wheel travels (A) should be 10 to 15mm smaller than the travelling surface of the wheel (C).
- Install the hoist end carriages on the rail.
- Check the proper installation of the runway stoppers on the girder.
- Check that the hoist buffers can bump into the runway stoppers or the buffers of another trolley -if there is any-.

9. Cross-Travel and Long-Travel Drives (CD/CKD Series)

This brief has been compiled by the manufacturer to provide information, maintenance, repair, disassembly and dismantling of the gear units.

Life cycle of gear unit / geared motors is ten years and guarantee period is two years.



NO	CRITERIA	MANUFACTURER	AUTHORIZED SERVICE	CUSTOMER
1	Disassembly of geared unit	X	X	-
1.1	Case changing	X	X	-
1.2	Gear changing	X	X	-
1.3	Solid/Shaft changing	X	X	-
1.4	Changing of all consumable material except sealing materials	X	X	-
2	Oil cup changing	X	X	X
3	Seal changing	X	X	X
4	Oil changing	X	X	X
5	Assembly of motor to IEC adapter type	X	X	X
6	Assembly of motor to PAM type	X	X	X
7	Assembly of geared unit with W cylinder type	X	X	X
8	Disassembly of motor from IEC/PAM type	X	X	X

Prerequisites of assembly

The entries on the nameplate of the gearmotor match the voltage supply system. The drive has not been damaged during transport or storage. Make certain that the following requirements have been met: Ambient temperature according to the table of lubricants in Sec. Lubricants. The drives are not allowed to be installed under the following ambient conditions:

- Potentially explosive atmosphere, oils, acids, gases, vapours, radiated interference.
- Indirect contact with loose food products

Gear units / gearmotor are designed according to ambient conditions at special operation. You must thoroughly clean anti-corrosion agents, contamination and the like off output shafts and flange surfaces. Use a commercially available solvent. Do not let the solvent come into contact with the sealing lips of the oil seals-danger of damage to the material! If the ambient conditions are aggressive, protect the oil seals on the output end against wear.

Make use of tapped hole (DIN 332) to suit fastening to the shaft end. The gear unit or gearmotor is only allowed to be installed in the specified mounting position. The foundation (base) should be of adequate size and vibration-proof.

The support structure must have the following features: Flat; vibration damping; torsionally rigid. Ensure that the structure to which the gear unit is to be mounted is sufficiently robust and rigid to support its weight and operating stresses. Check that the time machine on which the gear unit is to be installed is switched off and cannot be accidentally switched on again. Fit suitable guards to protect against the external moving parts of the gear unit.

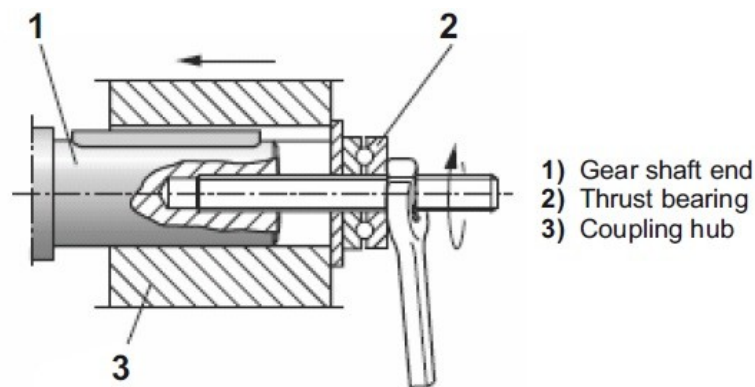
If the breather valve is not activated, you must remove the transport fixture from the breather valve before starting up the gear unit, install a gear unit or geared motor rigid and braceless. Ensure sufficient ventilation, avoid shocks on shafts (bearing damage!) preferably use flexible coupling between the output shaft and driven machine. Fit output elements to shafts end or secure feather key before starting the motor use torque arm with rubber buffer on shaft mounting gearboxes.

Painting the gear unit: If you paint over all or part of the drive, please take care to mask the mask the breather valve and oil seals carefully. Remove the masking tape once you have completed the painting work

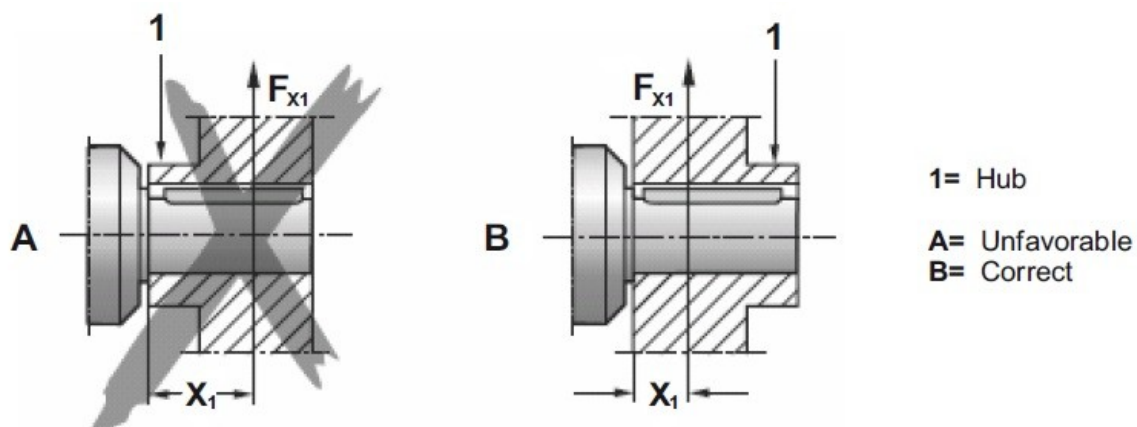
INSTALLATION

Installing input elements

Use the following illustration to assemble output shaft units



To avoid impermissibly high overhung loads: Install gears or sprockets as shown in Fig.B. Only use a mounting device for installing input and output elements. Use the centre bore and the thread on the shaft end for positioning purposes.



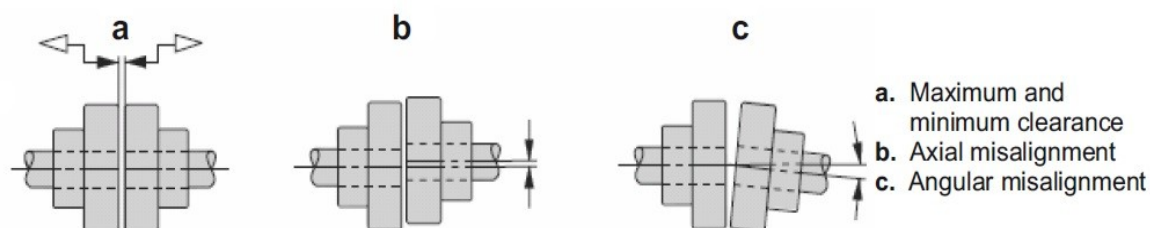
Never strike belt pulleys, couplings, pinions, etc. with a hammer when pulling them onto the shaft end. This could result in damage to bearings, the housing and the shaft. In the case of belt pulleys,

make sure the belt is tensioned correctly in accordance with the manufacturer's instructions.

Power transmission elements should be balanced after fitting and must not give rise to any impermissible radial or axial forces. Mounting is easier if you first apply lubricant to the output element or heat it up briefly (to 80...100°C).

Mounting of couplings

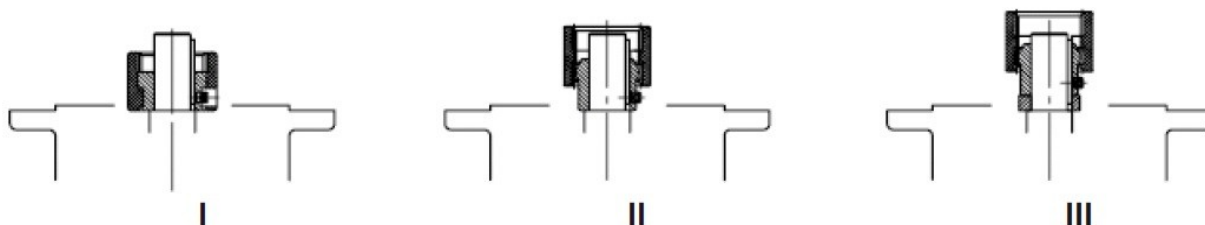
Couplings must be mounted and balanced according to the information provided by the coupling manufacturer:



Clearance and misalignment for clutch mounting.

Assembling of Electrical Motors to IEC Adapter

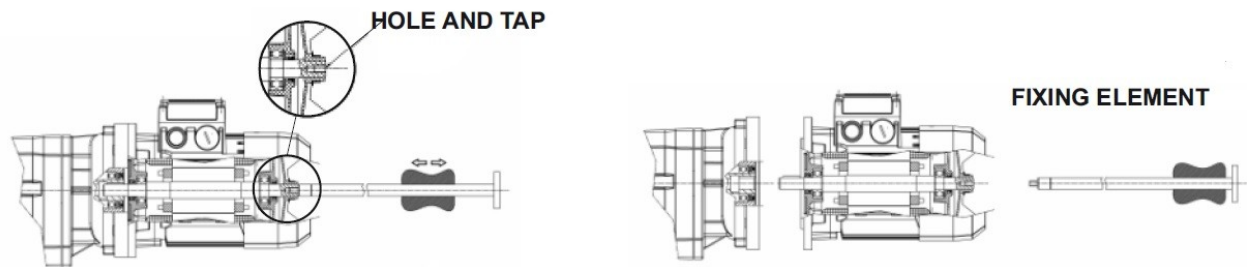
1. Clean the motor shaft and flange surfaces of the motor and the adapter. Ensure that, taking care of undamaged motor shaft while the metal coupling is mounted.
2. Heat the coupling half to approx 80-100°C, push the coupling half onto the motor shaft. Up to the stop on the collar of the motor shaft.
3. Tight screw which is used for fixed on metal coupling (half of the coupling).
4. Use a suitable sealing compound to seal the contact surfaces between the adapter and the motor.
5. Mount the motor on the adapter. When doing this, make sure the coupling dogs of the adapter shaft engage in the plastic spider.



Taking apart of the PAM, IEC Standard Flanged Motor

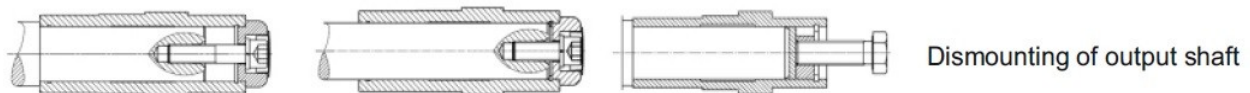
If during operation, the coupling area of the motor and gear unit has not rusted significantly, it should be possible to remove the motor without applying excessive force.

If, on the other hand, it proves difficult to remove the motor, do not use screwdrivers or levers to apply force as this can damage the flanges and coupling surfaces, but proceed as indicated below.



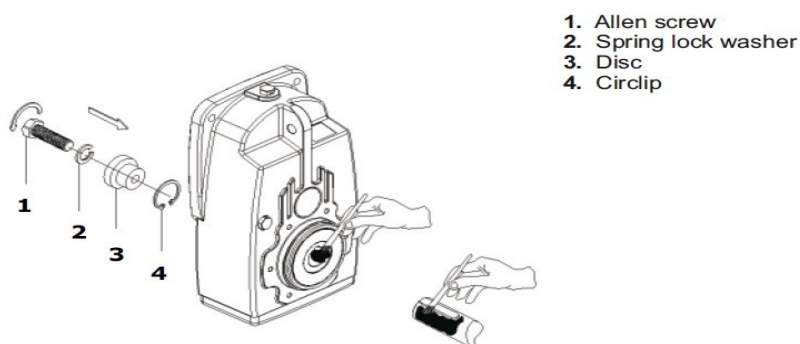
1. Drill and thread the motor shaft (fan side).
2. Screw an impact extractor tool into the tap.
3. Undo the screws fixing the motor to the gear unit.
4. Remove the motor by means of the inertial force of the extractor.

Solid Shaft Mounting and Dismounting for Solid Shaft Gear Units

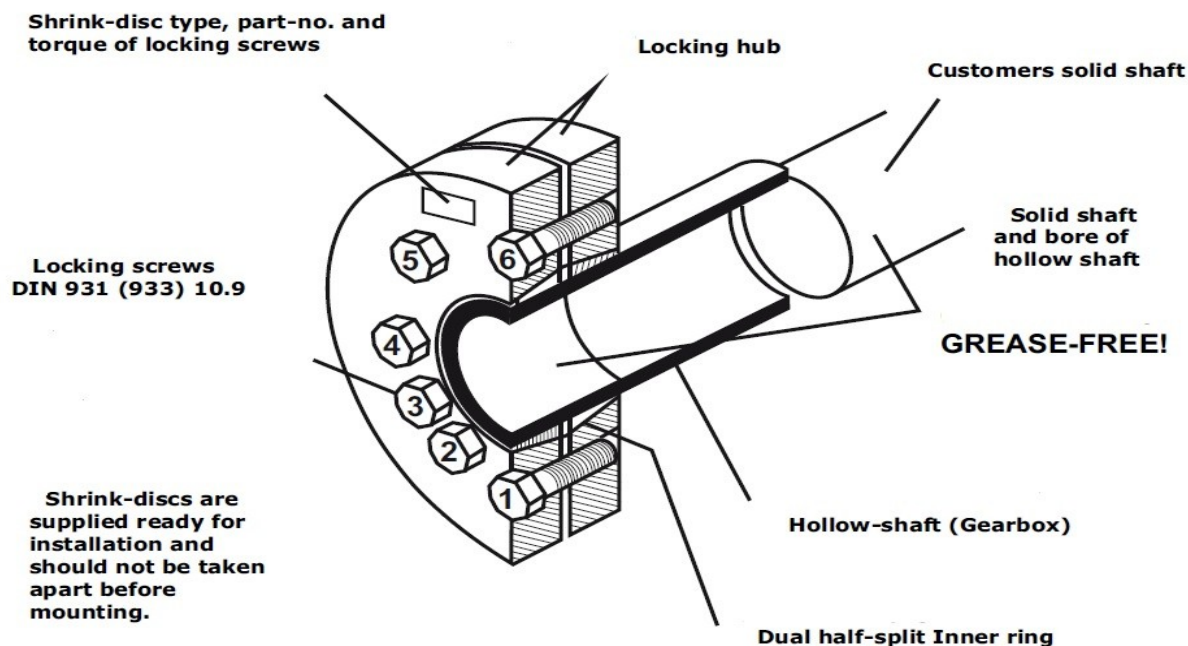


Assembling and Disassembling of Solid Shaft Which Has Shoulder or Without Shoulder (CD type)

For solid shaft at the figure use grease or equivalent products due to protecting against rust. Use grease or equivalent products for protecting rust to the onsolid shaft.



Hollow Shaft With Shrink Discs - Assembly - Dismounting Suggestions and Maintenance



Shrink Disc Installation Instructions

1. Remove transportation spacers (if provided) located between outer collars.
2. Lightly hand-tighten locking screws to eliminate play between outer collars and inner ring. You should still be able to easily turn the inner ring.
3. Lightly lubricate the bore of the shrink-disc to facilitate easy mounting onto hollow-shaft of reducer.
4. Fit shrink-disc onto hollow-shaft and mount hollow shaft reducer onto the solid shaft.

The hollow and solid shaft must be clean and free from any lubricant.

Exception: Grease solid shaft at the end where it will make contact with bronze bushing of the hollow shaft when it is mounted. Never grease the front of the solid shaft which makes contact under the shrink-disc. Tighten locking screws only after mounting the hollow shaft onto the solid shaft.

5. Now tighten locking screws only lightly to position outer collars.
6. Use torque wrench and equally tighten all screws one after another (never crosswise) in a clockwise or counterclockwise sequence by approximately 1/4 to 1/2 turn until specified tightening torque (per table) is reached.

Removal

1. Loosen locking screws in sequence in several steps by using approximately 1/4 turns. Danger - Do not remove locking screws completely.
2. Loosen the outer collars from the double tapered inner ring.
3. Remove hollow-shaft reducer from the solid shaft.

Maintenance

An installed shrink-disc is maintenance-free.

Before reinstalling (after prolonged use) it should be taken apart and thoroughly cleaned.

Relubricate the taper of the outer collars and of the inner ring with Molycote G-Rapid plus or equivalent. Regrease screw threads and head contact area with multipurpose grease.

Anchoring the Rubber Buffer (CD) / the Torque Arm (CKD)

Use the original vibration-damping kit to ensure optimal operating of the assembly (etc. Loctite 510).

Our company is not responsible for fault for using different parts that are written on gear units/geared motors.

Basic Motor / Brakes Connection

- a. Connect motor according to the diagram.
- b. Connect motor according to basic motor connection wiring diagram.
- c. Make sure that mains voltage/frequency is in accordance with nameplate information.
- d. Make a secure protective conductor connection.
- e. If the motor is running in the reverse direction, interchange two phases.
- f. Close unused cable entrances holes and the box itself in a dust-and watertight manner.
- g. Install protection
- h. Set motor protection switch to nominal current.

The electric connection must be done by an experienced electric technician. The gearbox and the motor must be grounded to prevent potential differences between earth and gearbox/motor.

Starting up

- a. Check the position of the oil-level plug with help of mounting position tables in the applicable catalogue.
- b. Check oil level.
- c. Before starting up, remove vent plug from vent screw if necessary.
- d. If not specified otherwise, first oil filling as is shown in the list of lubricants.
- e. Air-cooled motors are designed for ambient temperatures between -20°C and +40°C and for installation at altitudes 1000 m above M.S.L.

Maintenance

A) Gearbox

- Regular oil level check.
- Change lubricant every 10.000 working hours or after two years at the latest.
- Combine the lubricant change with a thorough cleaning of the gear unit.
- Lubricant changing intervals will be twice as long if synthetic products are used.
- Extreme working conditions (high air humidity, aggressive media and large temperature variations) call for reduced lubricant changing intervals.

B) Motor

- Remove dust deposit (overheating).
- Dismount anti-friction bearings for cleaning and refill with grease.
- Ensure that the bearing cage is packed to about 1/3 with grease, distribute evenly.
- Select the proper type of lubricating grease from the following table



Synthetic and mineral lubricants must not be mixed either for filling or for disposal.



Before doing any work on the unit, the operator must first switch off power to the gear unit and ensure that it is out of service, as well as taking all necessary precautions against it being accidentally switched on again or its parts moving without warning (due to suspended loads or similar external factors). Furthermore, all additional environmental safety precautions must be taken (e.g. elimination of residual gas or dust, etc.).

LUBRICANT TABLE

Type of Lubricant	Ambient Temperature	ARAL	BP	Castrol	ESSO	FUCHS	KLÜBER LUBRICATION	Mobil	Shell
Mineral Oil	0.....40°C ISO VG 680	Degol BG 680 Degol BG 680 plus	---	Alpha SP 680	Spartan EP 680	Renolin CLP 680 CLP 680 Plus	Klüberoil GEM 1-680N	Mobilgear: -636 -XMP680	Shell Omala 680
	ISO VG 220 -5.....40°C Normal	Degol BG 220 Degol BG 220 plus	Energol GR-XP 220	Alpha SP 220 Alpha MW 220 Alpha MAX 220	Spartan EP 220	Renolin CLP 220 CLP 220 Plus	Klüberoil GEM 1-220N	Mobilgear: -630 -XMP220	Shell Omala 220
	ISO VG 100 -15.....25°C	Degol BG 100 Degol BG 100 plus	Energol GR-XP 100	Alpha SP 100 Alpha MW 220 Alpha MAX 100	Spartan EP 100	Renolin CLP 100 CLP 100 Plus	Klüberoil GEM 1-100N	Mobilgear: -627 -XMP110	Shell Omala 100
	ISO VG 15 -45...-15°C	Vitamol 1010	Bartran HV 15	Hyspin AWS 15 Hyspin SP 15 Hyspin ZZ 15	Uniyis J13	Renolin B15 HVI	ISOFLEX MT 30 ROT	Mobil DTE 11M	Shell Tellus T 15
Synthetic Oil	-5.....60°C ISO VG 680	Degol GS 680	Energol SG-XP 680	---	---	Renolin PG 680	Klübersynth GH 6-680	Glygoyle HE 680	Shell Tivela S 680
	ISO VG 220 -25.....80°C	Degol GS 220	Energol SG-XP 220	Alphasyn PG 220	Glyclube 220	Renolin PG 220	Klübersynth GH 6-220	Glygoyle HE 220	Shell Tivela S 220

GREASE TABLE

Type of greases	Ambient temperature	BP	Castrol	KLÜBER LUBRICATION	Mobil	Shell
Mineral-basic	-30.....60°C	Energrease LS 2	Spheerol AP 2 LZV-EP	Klüberplex BEM 41 - 132	Mobilux 2	Shell Alvania R2
	-50.....40°C	Energrease LS EP 2	Spheerol ELP2	---	Mobilux EP2	Shell Alvania RI 2
Synthetic-basic	-25.....80°C	---	Product 783/46	ISOFLEX TOPAS NCA 52 PETAMO GHY 133N	Mobiltemp SHC 32	Aero Shell Grease 16 oder 7

GEARBOX LUBRICANT VOLUME

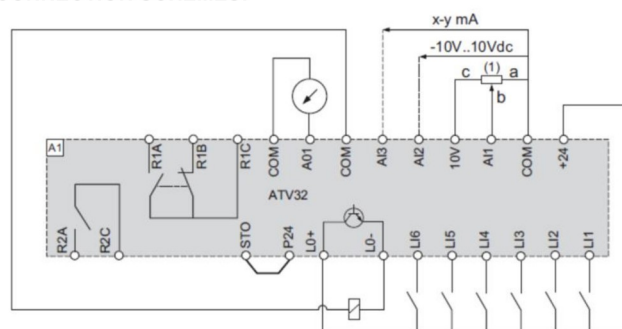
NXS25	1lt
NXS35	2lt
NXS45	4lt (2x2)
NXS70	4lt (2x2)
NXS90	8lt (4x2)

Travel Gearboxes			
CF02	0.25lt	CD72	24lt
CF12	0.35lt	CK13	2lt
CF22	0.7lt	CK23	3.55lt
CD12	0.9lt	CK33	6.5lt
CD22	1.7lt	CK43	10.1lt
CD32	3.2lt	CK53	19.1lt
CD42	4.8lt	CK63	32.5lt
CD52	7.6lt	CK73	32.5lt
CD62	16lt		

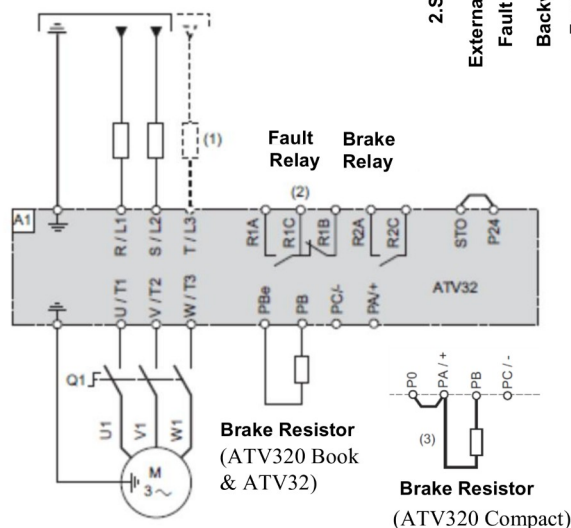
Oil change should be done after approximately 10,000 hours of use. This time varies depending on the type of service and the environment in which the gear unit operates.

Schneider Electric **ATV320 & ATV32** CRANE APPLICATION
LIFTING AND TRAVELLING INVERTER COMMISSIONING GUIDE
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CONNECTION SCHEMES:



2.Speed
External Fault
Fault Reset
Backward
Forward



ATV320 Compact

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SETTINGS;

In the first stage, if the drive is used with different settings, it will be returned to the factory settings;

1 Drive Menu (DRI) - 1.3 Configuration (CONF) - Factory Reset (FCS) menu

Setting source (FSCI) = Macro-Setting (In) - after selection is made, press the ESC key once.

Parameter Grp.List (FRY) = (ALL ") - after selection is made, press the ESC key once.

Go to Factory Settings (GFS) = Select YES - after selection is made, press the ENT and hold for 2 seconds.

Expert level access is selected to reach all parameters;

1. Drive Menu (DRI) - 1.3 Configuration (ConF) - Full (FULL): menu

Access Level (LAC) = Expert (EPr)

(Graphic Operator Panel: 3 Interface (ITF) - 3.1 Access Level (LAC) = Expert (EPR)

*** The settings specified in this guide are advisory and can be used in common applications, and some application may require different parameter settings.

Schneider Electric **ATV320 & ATV32** CRANE APPLICATION

LIFTING AND TRAVELLING INVERTER COMMISSIONING GUIDE

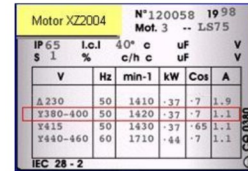
v 1.4

The lifting macro is selected, the motor plate values are entered and the auto-tuning is done;

1. Drive Menu (DRI) - 1.3 Configuration (CONF) - Full - Fast Commissioning (SIM) menu

Drive Settings (CFG) = Lifting (HSt) (Press ENT for 2 seconds)

Nom. Motor Power (nPr) = Nominal Motor Power
Nom. Motor Voltage (UnS) = Nominal Motor Voltage
Nom. Motor Current (nCr) = Nominal Motor Current
Nom. Motor Frequency (FrS) = Nominal Motor Frequency
Nom. Motor Speed (rev/min) = Nominal Motor Speed (rev/min)



V	Hz	min-1	kW	Cos	A
A230	50	1410	37	0.7	1.9
Y380-400	50	1420	37	0.7	1.1
Y415	50	1430	37	0.65	1.1
Y440-460	60	1710	44	0.7	1.1

IEC 28 - 2

Auto-Recognition (TUN) = Make setting (YES)
Motor Thermal Current (Ith) = Nominal motor current

Acceleration Time (ACC) = 3.0 the desired acceleration time value is entered
Deceleration Time (dEC) = 3.0 The desired deceleration time value is entered

(Note: Values entered as the acceleration and deceleration times are the speed at which the driver moves from zero speed to the nominal speed of the Motor and the time it takes to run.)

Low Speed (LSP) = 20.0 Hz Slow Speed (1st Speed) value is entered
High Speed (HSP) = 50.0 Hz High Speed (2nd Speed) value is entered

Error reset and External error can be canceled if not used;

1 Drive Menu (DRI) - 1.3 Configuration (CONF) - Full (FULL) - Fault Management (FLt) menu

Fault Reset (rSt) - Fault Reset (RSF) = Not Selected (nO)
External Fault (EtF) - External Fault Assignment (EtF) = Not Selected (nO)

The speed conversion coefficient is set;

1. Drive Menu (DRI) - 1.3 CONFIGURATION (CONF) - FULL - Settings (SEt): menu

Speed Conversion Factor (SFC) = 0
Gain Rate (SPG) = 20%

Application settings are made;

1 Drive Menu (DRI) - 1.3 Configuration (CONF) - Full (FULL) - Application Selection (FUN): menu

Preset Speeds (PSS) -

2 Preset Speed (PS2) = LI5 High Speed (2nd Speed) assign
Preset Speed 2 (SP2) = 50.0 Hz High Speed (2nd Speed) value is entered

Brake Logic Control (bLC) -

Brake assignment (bLC) = assign the brake relay at R2
Movement type (bSt) = "Vertical (UEr)" for lifting motion, "Horizontal" for bridge or trolley movement
Brake Strike (bIP) = "Selected (yEs)" for lifting motion or "nO" for trolley movement
Brake release current (lbr) = Motor nominal current value for lifting motion,
 For the bridge or car (Motor nominal current / 5) must be entered.
Brake release time (Brt) = 0.05 s
Brake Hold. Delay (tbE) = 0.0s
Brake Hold Time (bEt) = 0.50 s
Restart Time (ttr) = 0.50 s

Note: It is important for the lifting drive to move up (+) frequency upwards, (-) frequency downwards.
 If the direction is reversed, the direction of the motor must be changed.

*** The settings specified in this guide are advisory and can be used in common applications, and some applications may require different parameter settings.