



RED ROOSTER

LIFTING

**AIR HOIST
USER MANUAL**

MODEL - TMH-10T



FRONT COVER

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INTRODUCTION AND SPECIFICATION

Thank you for choosing the TMH pneumatic chain hoist.

Provided that the hoist is used and maintained in accordance with this manual it will afford you many years of reliable service.

Red Rooster hoists comply with the latest standards and are designed for safe and efficient operation.

Before installing the unit, please ensure that both the personnel responsible for installation, maintenance and operation are fully acquainted with the sections of this manual which are relevant to them.

This manual should be accessible at all times to the relevant person, in case of loss ask your dealer for a new copy.

SWL (TONNE)	MODEL	CHAIN FALLS	WEIGHT (KG)		FULL LOAD LIFTING SPEED (M/MIN)	FLR SIZE	MINIMUM HOSE SIZE (ID)
			3M HOL	EXTRA P/M			
10	TMH-10T	2	206	11.4	1.6	1"	1"
15	TMH-15T	3	450	17.1	1.05	1"	1"
20	TMH-20T	4	397.3	22.8	0.8	1"	1"

Specification sheet gives full details of actual model supplied.

The nameplate fitted to the hoist gives the details to identify and gives further information on the hoist.

Notations: The following notations are used throughout this manual.



DANGER

Failure to follow this instruction may result in a dangerous occurrence or fatal injury



CAUTION

Failure to follow this instruction may result in premature wear of the hoist or a component part of the hoist

GETTING STARTED - UNPACKING & SPECIFICATION

1.1 UNPACKING THE HOIST

The hoist will have been packed into a cardboard box or palletised (see weight details in specification)
Handling of all models of hoist & trolley will require lifting equipment and shouldn't be moved by hand.

WHEN UNPACKING:

Ensure that both hoist and any ancillary equipment are recovered from the packaging. Small or delicate items may have been packed separately. Check the contents against the supplier's delivery note and advise the supplier immediately of any shortages.

Ensure that the hoist and ancillary equipment are undamaged. If the goods do not reach you in perfect condition, notify your supplier immediately of any damage. Do not proceed with installation if the goods are damaged. **⚠ DANGER**

Ensure that a certificate of Thorough Examination together with a UKCA or a CE Declaration of Conformity is included with the goods. Hand these to a 'responsible person' for safe keeping. Check that the identifying mark (serial number), the Safe Working Load (Rated Load) and that the UKCA or CE marking appears on the hoist or hoist and trolley.

SUPPLIER / MANUFACTURER ADDRESS	Red Rooster Lifting Ltd Nauta House, The Meadows Oldmeldrum, Aberdeenshire UK, AB51 0EZ	Red Rooster Lifting Ltd Unit 26 Kelvin Way Trading Estate Kelvin Way, West Bromwich West Midlands, U.K. B70 7TW
TEL NO	01651 872101	0121 525 4162
MODEL	TMH-10T	
SERIAL NO		
SWL	10000 KG	
DATE OF PURCHASE		

NAME PLATES

The name plate gives important information which must be retained. Hoist serial number, SWL, model, air pressure, air flow, hoist rating, chain size, speed, year of manufacture and the manufacturers name and address.

UK Ex / ATEX - Explosive protection

In the UK the use of non-electrical equipment in a hazardous area is covered by 'Products Intended for use in Potentially Explosive Atmospheres 2016 (UK SI 2016 No 1107 as amended by UK SI 2019 No 696)

In Europe and several other parts of the world the use of non-Electrical equipment in a hazardous area is covered by the ATEX Directive 2014/34/EU.

The main standards covering both the UK Ex and ATEX are currently the same: BS EN 80079-36, BS EN 80079-37, BS EN 1127-1 and BS EN 1127-2.

Standard hoists are suitable for use in ZONE 2 Gas areas certified as Ex Group II 3 G Ex h IIB T4 Gc
Standard hoists are suitable for use in ZONE 22 Dust areas certified as Ex Group II 3 D Ex h IIIB T135°C Dc

With extra protection can be used in ZONE 1 Gas areas certified as Ex Group II 2 G Ex h IIB T4 Gb
With extra protection can be used in ZONE 21 Dust areas certified as Ex Group II 2 D Ex h IIIB T135°C Db

Further protection allows the hoist to work in ZONE 1 Gas areas certified as Ex Group II 2 G Ex h IIC T4 Gb
Further protection allows the hoist to work in ZONE 21 Dust areas certified as Ex Group II 2 D Ex h IIIC T135°C Db
(not suitable for TCR Mini or TCS range, IIC or IIIC areas)

The following models can also be rated for mining (Ex Group I M2 Ex h I Mb) – TCR-500 to TCR-2000/2 and TMH models. These hoists can be used according to Equipment Group I Category M2 where equipment is intended to be de-energised in the event of an explosive atmosphere.

The TCR-250, TCR-500/2, TCS-500 and TCS-980/2 models cannot be rated for mining.

CERTIFICATION

All new hoists are supplied with standard certification: Thorough Examination, EU or UKCA Declaration of Conformity, which can include either ATEX or UK Ex certification where required. Other documentation is available by agreement.

IN THE EVENT OF ANY PROBLEMS OR SHOULD YOU REQUIRE ASSISTANCE CONTACT THE SUPPLIER AS DETAILED ABOVE
QUOTING THE HOIST MODEL AND SERIAL NUMBER.

PACKAGING MATERIALS SHOULD BE RECYCLED OR DISPOSED OF ACCORDING TO LOCAL REGULATIONS.



GETTING STARTED - OPERATION

1.2 OPERATION

Red Rooster pneumatic hoists and trolleys are designed for the lifting and lowering of loads within the capacity of the model selected. The range of hoists and trolleys can be UKCA, or CE marked and conform with 'Supply of Machinery (Safety) Regulations 2008 (As they apply to machinery being supplied in or into Great Britain from 1st January 2021) for UKCA marking and also the Machinery Directive 2006/42/EC for CE marking. At present both the UK and EU use the same standards with BS EN 14492-2 being the main standard for powered hoisting equipment.

Our range of hoists and trolleys are available as hook suspension units, trolley mounted, built into low headroom units and cranes. Nearly all hoist models are also available as Ex ZONE 1 or 2 hoists for use in hazardous areas, with corrosion protection, and can work in temperatures of -20°C to +60°C. When used outdoor or offshore hoists should be protected against the weather and examination and maintenance interval should be reduced.

Our hoists are extremely robust being developed over many years in the harshest of environments and will require little maintenance if kept lubricated on a regular basis. Noise levels can be found in the technical specification and as motor lubricating oil is supplied through the filter lubricator fitted to the hoist there will be a small amount of oil escaping into the atmosphere through the exhaust air: this can be piped away or collected using an exhaust cleaner. In certain circumstances and temperatures there is a danger of icing of the motor and exhaust silencer. This can be prevented by using an anti-icing lubricant such as Silkair or by fitting a dryer to the air supply to remove moisture from the air supply. Some anti-icing oil may damage air hoses and the o-ring in the hoist valve. ⚠ **CAUTION**

GETTING STARTED - CHECKS BEFORE USE & HOSE SUPPORT BRACKET

1.3 CHECKS BEFORE USE

These checks should be carried out during installation and on a frequent and regular basis thereafter. If the hoist is used daily then it is recommended that they are carried out daily as the checks take only minutes to complete and not only help avoid repair bills but significantly reduce the possibility of an accident or dangerous occurrence. Thoroughly examine the equipment prior to installation to ensure that no damage has occurred during transit. Hoists and trolleys should not be altered in any way without contacting Red Rooster for clearance, as this may affect the certification of the unit.

AIR SUPPLY CHECKS:

- Inlet pressure: 4 to 6 bar (there will be pressure losses across the air set and on long hoses) The supply pressure should not exceed 7 bar as this may affect the load limiter.
- Air flow: Check air flow requirement and minimum hose diameter also check that small bore fittings are not strangling the air flow.
- Keep the lubricator topped up with a light turbine oil (ISOVG3256).
- The filter should be checked regularly and manual units drained of water as required.
- **THE AIR HOSE SHOULD BE SUPPORTED SO THAT THE WEIGHT OF HOSE IS NOT HANGING FROM THE AIR SET AND FITTINGS. THE AIR SET IS NOT DESIGNED TO SUPPORT THE WEIGHT OF THE HOSE. SEE PAGES 7 AND 12 IF A HOSE SUPPORT BRACKET AND MANIFOLD IS FITTED TO THE HOIST.**
- The air supply should be clean and relatively dry. Where the compressor produces a lot of water action should be taken to remove the excess water.
- Check air connection size and type are compatible.
- Check security of air hose connection.

AIR SUPPLY CONNECTION:

Every installation is different, so the correct method of supporting the air hose should be reviewed while installing the hoist. This needs to take into account the weight and size of the hose, obstructions both at deck and hoist level, connections, operating conditions and any likely movement of the hoist and air hose.

The fittings and filter lubricator are not designed to take the weight of the hose.

If the air supply hose length is over 10 metres the hose ID should be increased to the next size.

AIR SUPPLY:

Vane type air motors are designed to function using clean, dry, lubricated air. The installation of an 'in line' air service unit although essential cannot in itself compensate for serious contamination in the air supply. When operating the compressor in moist (humid) or dusty atmospheres seek the advice of your compressor supplier with regard to the fitting of a dryer and filter. **⚠ CAUTION**

AIR PRESSURE:

The hoist is designed to operate best in the pressure range of 4 to 6 bar (72 to 90 p.s.i). The speeds quoted on the manufacturer's literature are obtainable only at 6 bar (90 p.s.i) inlet pressure. The hoist will operate at much reduced speed at pressures below this figure.

AIR FLOW:

Refer to the hoist data sheet, to select the hose diameter which ensures adequate air flow. Failure to provide adequate airflow will result in a pressure drop in the supply line and cause the hoist to stall and the brake to apply until the pressure increases. In addition, the brake will not release cleanly and will overheat. (Although not in itself a hazard [the brake will fail safe] it may prove frustrating to the operator and a hazard may arise as a consequence.) **⚠ CAUTION**

HOSE SUPPORT BRACKET:

Where a hose support bracket and manifold have been fitted to the hoist to take the weight of an air supply hose, several checks must be done.

- Check the hose hangs freely and does not interfere with the hoist chain.
- Check the hose is clear of the load to be lifted.
- Check the pendant hose is not obstructed by the air supply hose.
- Check the air hose is supported by the hose clamp / former / festoon system.



DANGER

- DO use exclusively correctly rated and certified pneumatic hoses and fittings in the air supply line.
- DO support the air line up to the hoist, as the fitting and filter / lubricator are not designed to take a load and may not support the weight of the hose.
- DO maintain the internal diameter (as per the table throughout the supply length) or reduce from the larger diameter to the smaller diameter in the direction of the hoist.
- DON'T use hydraulic fittings. These often have a reduced orifice size resulting in a down line drop in air pressure.
- DON'T increase from smaller to larger diameter or insert a length of smaller diameter hose in the supply line as this will result in reduced flow and pressure.
- DON'T create low points in the air supply line where water may be trapped (or if unavoidable install a drain tap).
- DON'T rely on pneumatic fittings to support airlines; they are not designed for this purpose.
- DON'T shorten the pendant by forming a loop or a coil. This will prevent the strainer wire from supporting the pendant and will cause the hoses to become detached or kinked.

GETTING STARTED - INSTALLATION & TECHNICAL CHARACTERISTICS

1.4 HOIST ASSEMBLY

Normally our hoist or hoist and trolleys will arrive complete ready to be fitted into position, but sometimes for transportation it may be necessary to disconnect the chain collector, trolley or the pendant control system.

- Chain collectors will be supplied with the necessary bolts and fittings to assemble on site along with any safety slings as shown in section 1.8 and chain collectors in section 7.4.
- Due to the size of some trolleys it is easier to ship split from the hoist, the trolley GA drawings show the load bar and top eye details for refitting and the control and supply air lines are numbered or colour coded for re-connection.
- Where long controls are fitted to a hoist they are colour coded for re-connection on site.
- When lifting into position either use the lifting points on the hoist or hoist and trolley, if the hoist does not have lifting points fitted securely fit slings to the body of the hoist or use the top hook if possible. Do not lift by the controls, valves, or the air set.



DANGER

MOUNTING THE HOIST


The air hoist is designed as a LIFTING MACHINE and as such is designed exclusively for the lifting loads vertically. Non vertical lifting will result in premature wear of the chain and chain guide and may result in damage to the limit arms or a failure of the limit arms to operate.

- Site the hoist immediately above the load which is to be lifted.
- Ensure that the point from which the hoist is suspended has been designed and tested to at least the same safe working load as the hoist itself.
- Ensure that the suspension point or shackle fits snugly into the bowl of the hoist top hook and that the safety catch closes to prevent escape.
- Use only certified lifting gear with a SWL in excess of the load to be lifted to connect to the load itself.
- Ensure that the lifting gear fits snugly into the bowl of the hoist bottom hook and that the safety catch closes to prevent escape.
- Ensure that the control length (pendant or cords) is adequate to allow the operator to stand away from the load, in a safe and secure position with the cords or pendant at waist height.
- The hoist is also fitted with a separate suspension point for installation or as a secondary safety point which can support the full SWL of the hoist.

CLOSE HEADROOM WORKING

The lower hook of the TMH hoist includes a swivel arrangement. This allows the load to turn without twisting the chain. However, when repeatedly handling loads with the bottom hook close to the hoist, especially when rotation of the load is prevented, there is tendency for the chain to attempt to enter the guide at an angle. This is particularly pronounced on two fall units. If this problem is noticed when doing a trial lift, a high quality ball bearing swivel should be mounted below the bottom hook of the hoist.

CHAIN COLLECTORS

If the hoist has been supplied with a chain collector bag or bucket, and the chain has been stored within it during shipment, remove all the chain from the collector by hand, and remove any knots or twists. In all cases carefully feed the chain over the load wheel allowing it to fill the collector without any interference as it emerges from the wheel. This way the collector will fill normally. If the chain within the collector is disturbed great care must be taken the next time that the chain is fed out of the collector to ensure that it is not twisted or knotted. Chain bags and buckets are fitted with one or two brackets depending on the model and HOL of the hoist.  **DANGER** See additional instructions (Section 6) for large collectors.

1.5 TECHNICAL CHARACTERISTICS

The WLL of the hoist will be marked on the hoist name plate and also in the hoist specification supplied. The reactions on the powered hoist on the support, runway beam or crane should have been taken into account in the design of the structure. The structure should be at least 25% stronger than when using manual equipment due to the shock loading applied by the operational speeds and the starting and stopping of the hoist.

All Red Rooster hoists are fitted with the following safety features

- Upper and lower mechanically operated travel limits. These are ultimate stops and should not be used to stop the hoist on a regular basis.
- Load limiting valve. After assembly and proof test the load limiting valve set is set to stop the operation of the hoist if an overload is detected. The hoist will stop lifting but will still lower the load.
- The disc brake is spring applied so when the controls are not operated or in the event of loss of air supply the brake is applied holding the load in position.
- On pendant controlled hoists an emergency stop button is fitted which connects to a normally open valve either located in the hoist valve chamber or connected to the hoist. When the emergency stop button is pushed or if the air supply to the hoist is cut off then the valve will close stopping the hoist.
- Red Rooster hoists have a 5:1 factor of safety.



GETTING STARTED - HOIST CHECKS

1.6 HOIST CHECKS BEFORE USE

HOIST CHECKS (AIR SUPPLY OFF)

- Hook swivels satisfactorily and the safety catches work correctly.
- Load chain is undamaged and lubricated (light mineral oil).
- The load chain is not twisted through (two fall or more models) and that the load chain passed through the limit lever (All models).
- The load chain anchor is sound (both live and slack end).
- Check for damage to the hoist, pendant and control lines.
- Do not operated below -20°C or above 60°C without contacting Red Rooster.

HOIST CHECKS (AIR SUPPLY ON)

- The pendant buttons, levers or cords should be smooth to operate and return to neutral when released (hoist stops and does not run on).
- The hoist is run up and down on a regular basis. Where hoists are hanging in a dry and protected area they should be run weekly, where the hoist is outside and not protected it should be checked, lubricated and run daily.
- The emergency stop button / valve operates immediately.
- Upper and lower limit switches / levers work satisfactorily.
- Load chains run smoothly over the pocket wheel.
- The load chain should be examined periodically for cracks, gouges and wear.
- Chain collectors should be checked for security and chain capacity.
- Check chain runs in and out of the chain collector smoothly.
- For hoists with a long drop of chain or a large chain collector a separate suspension point may be required (see section 1.8).
- Cord control hoists should have the toggles marked for raise and lower.
- On cord controls check the spool valve returns to neutral and the hoist stops when the cord is released.(hoist stops and does not run on).
- Check the silencer is not partially blocked by comparing the running speed without load against the speed in the manual.

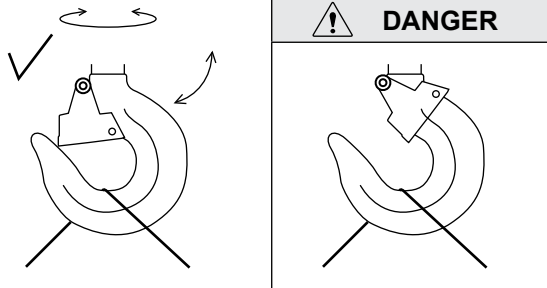
⚠ DANGER

NEVER RELEASE THE EMERGENCY STOP BUTTON UNTIL IT IS SAFE TO DO SO

Hoist swivels satisfactorily.

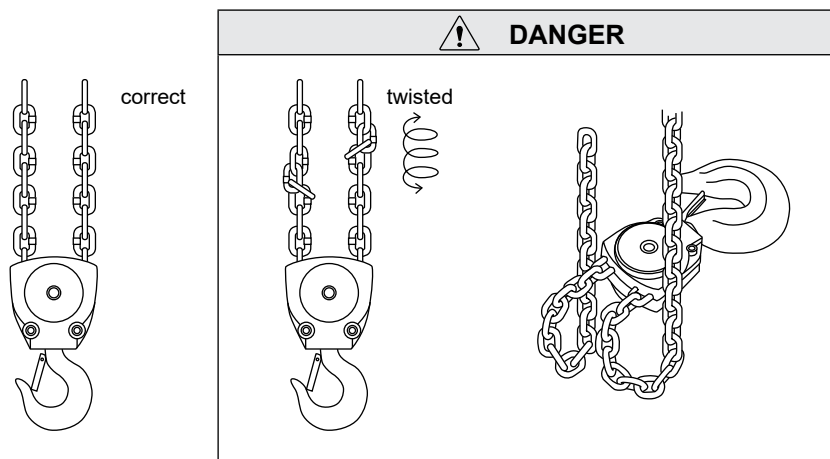
Hoist safety claws functional and undamaged.

Safety claw



Chain undamaged

Chain not twisted through (two fall models see sketch)



GETTING STARTED - HOIST CHECKS & INSTALLATION INSTRUCTIONS

1.7 HOIST CONTROLS

Air hoists can be controlled by either a pull cord or a pendant control operating the spool valve of the hoist operating raise and lower. The diagram in section 1.8 shows the set up for both types of control and the location on the hoist body.

Cord or pendant hose lengths should be long enough for the operator to stand away from under the load but still with the cord toggles or the pendant suspended at a height of around 1 metre from the operating level. Where the controls have to be to the side of the hoist or where the operator cannot see the load travelling the full range of the lift a banksman should be appointed to assist the operator using a reliable means of communication.

Both toggles on the cord controls should be marked for correct operation of the hoist. The emergency stop button on the pendant control should also be marked.

1.8 ADDITIONAL INSTALLATION INSTRUCTIONS

Hook suspension with long chain drops.

Problem:

When a long heavy chain is fitted, and the 'raise' is pressed with the hoist in an unloaded condition, due to the centre line of the hoist having been affected by the weight of chain, the upper limit switch, may fail to operate. In addition, the slack load chain may on some modules foul the limit lever arms, thus preventing it from returning to the centre (neutral position).

Resolution:

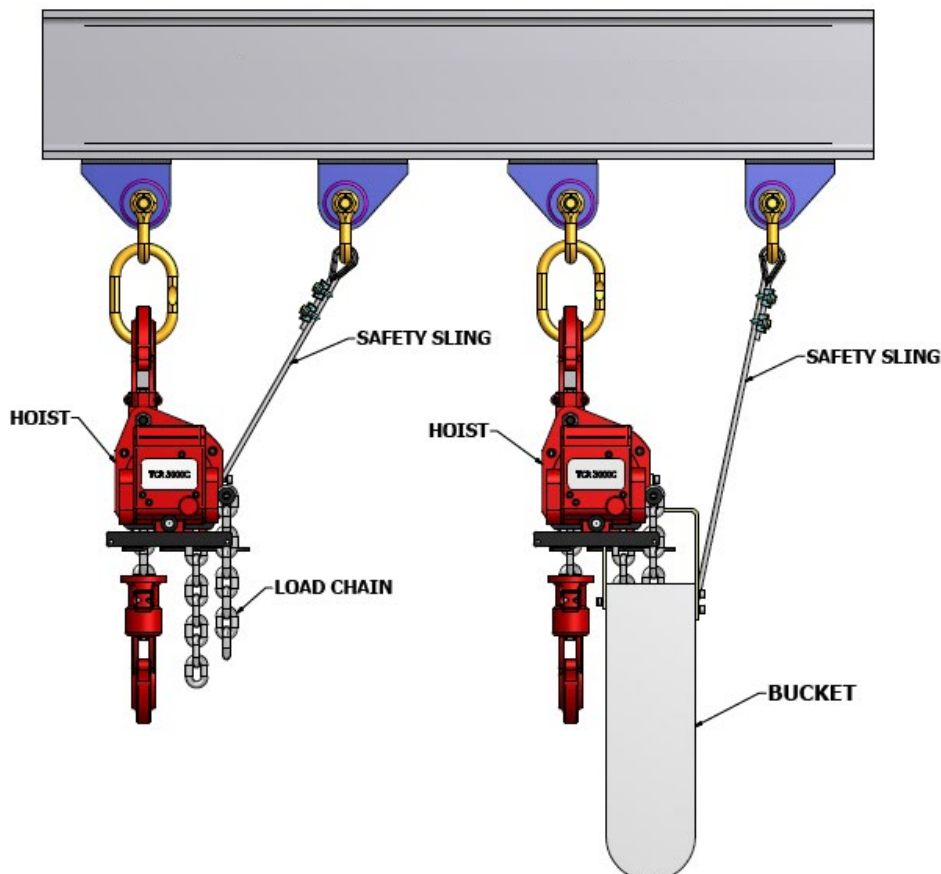
A short length of wire rope, 6mm diameter, is fitted to the hoists and bulldog grips have been supplied.

Suspend the hoist in its final location and with as much chain as possible in use. Apply a small load to the hoist and lift it clear of the ground.

Connect the wire rope sling to the support steel alongside the top hook using bulldog grips.

The tension in this sling should be enough to counteract most of the weight of the slack chain produced in the fully raised position, but it must not be tensioned such that it is carrying any of the load supported by the hoist. i.e. if fitted correctly, in an unloaded condition, the sling will be tensioned with the hoist ALMOST in the vertical position. When the load is applied, the tension in the sling will be slack.

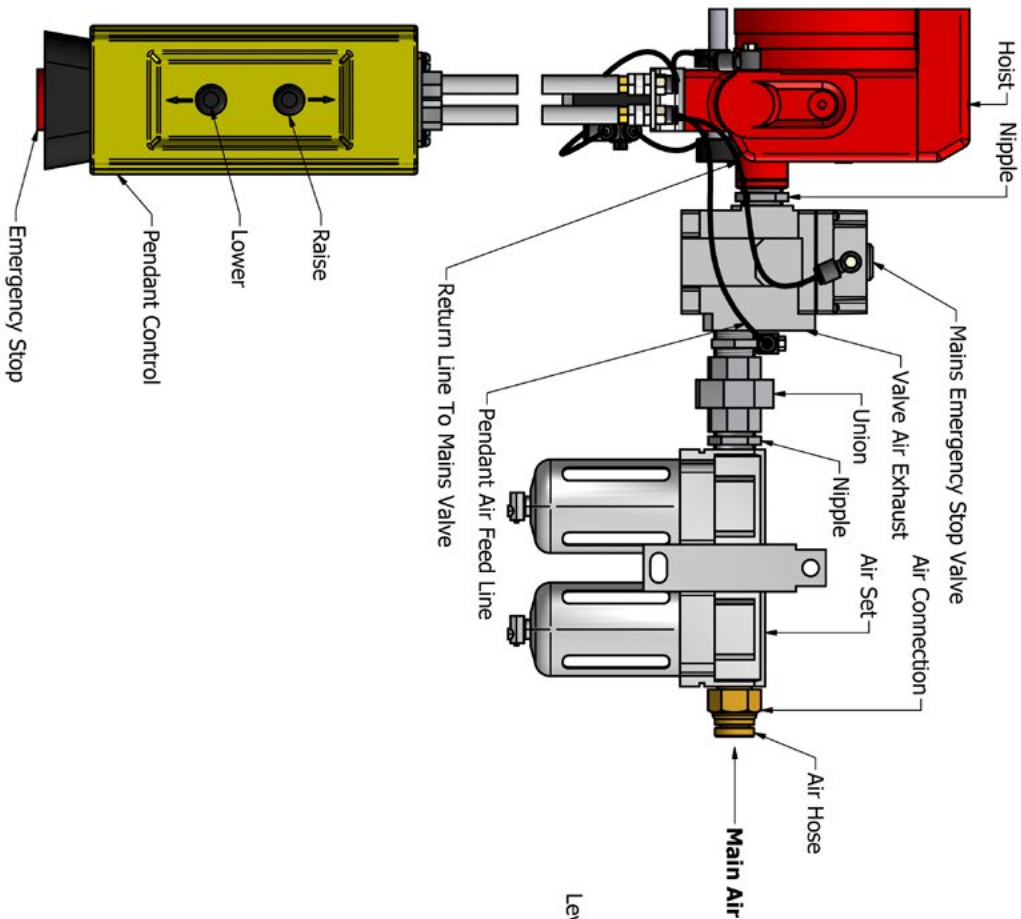
THE SLING IS NOT CAPABLE OF HOLDING THE LOADS CARRIED BY THE HOIST



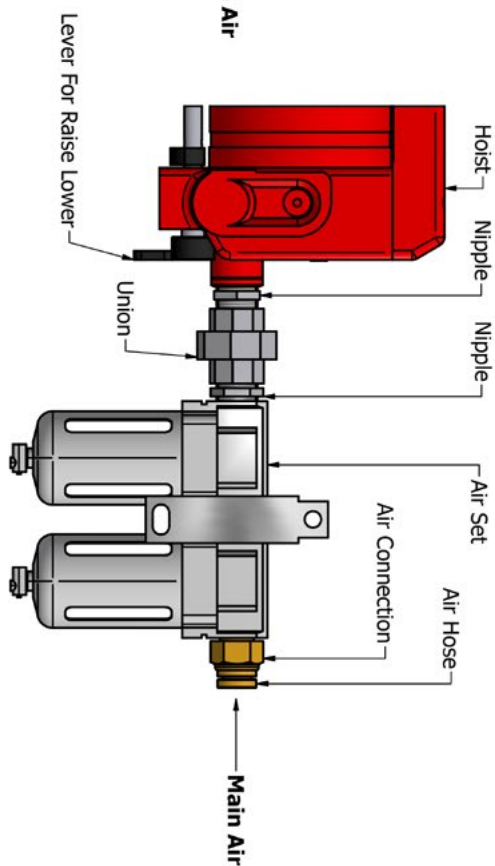


GETTING STARTED

**STANDARD HOSE CONNECTION
PENDANT CONTROL OR
HOIST WITH EXTERNAL
EMERGENCY STOP VALVE**



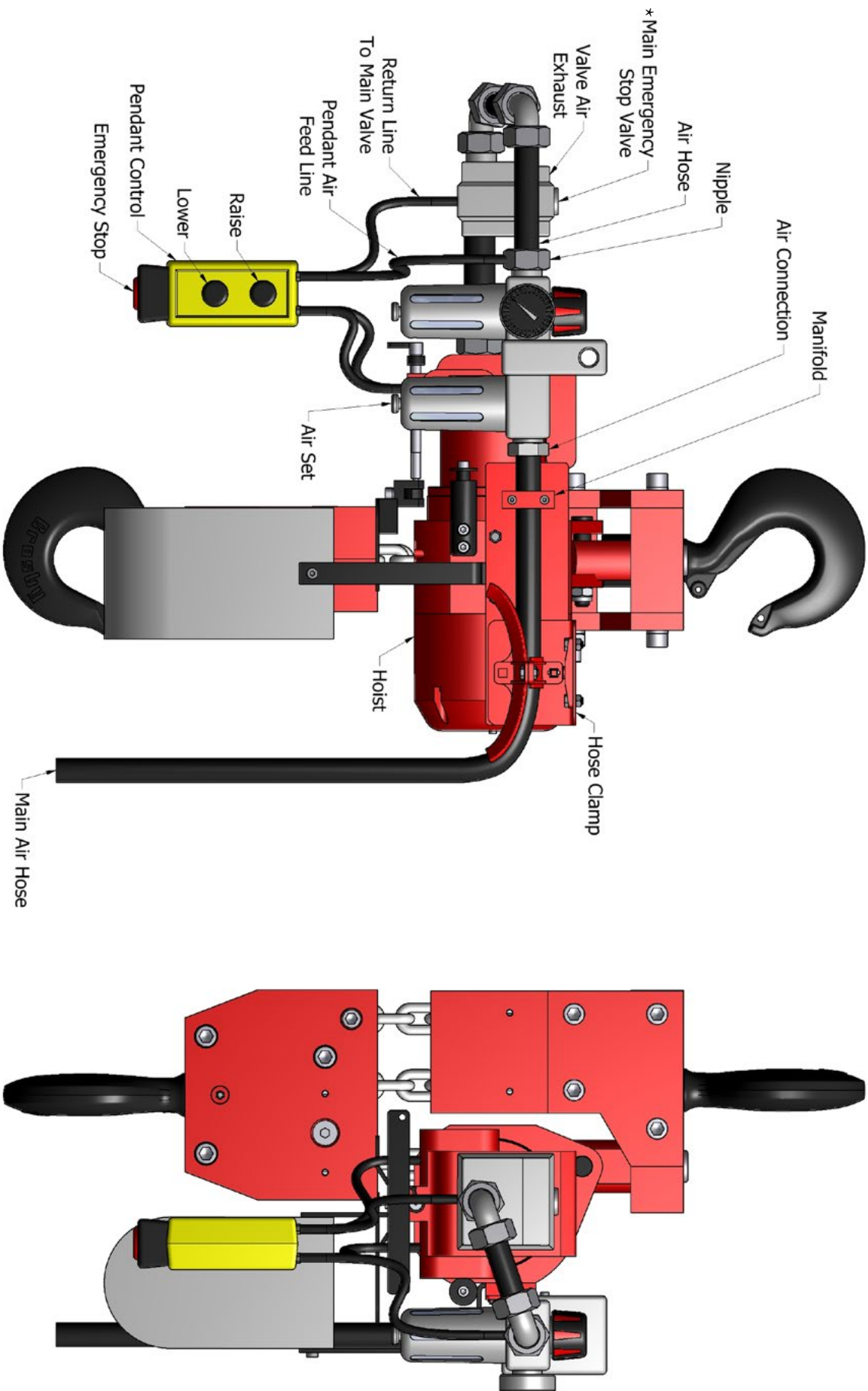
**STANDARD HOSE CONNECTION
CORD CONTROL OR
HOIST WITH INTERNAL
EMERGENCY STOP VALVE**





GETTING STARTED

Air Hose Connection with Hose Clamp and Manifold



* Some hoists are fitted with internal emergency stop valves



LUBRICATION

2.1

Item	Oil Type	Frequency
Lubricator Unit Main Air Supply	Atlub Medium to light turbine oil ISO VG 32-56 Or any quality airline lubricant (See note 1)	10 to 15 drops per minute Do not allow lubricator to run out of oil
Load Chain	Normal industrial - any light mineral oil Clean areas - wax based, semi setting Food industry - suitable vegetable oil (See note 2)	Weekly / monthly subject to environment / use
Limit Lever Linkages and Anchor pins	No. 2 grease	Monthly or more frequently in aggressive environments
Gearbox	High temperature EP2 grease	Only at major overhaul

Note 1

In all cases oil will be expelled from the hoist exhaust. The amount discharged is proportional to the delivery rate of the lubricator. In environments where oil in the exhaust cannot be tolerated, the exhaust can be piped away to a safe area, but this requires specialist modification of the hoist (See air service equipment) - CONSULT YOUR DEALER. ⚠ **CAUTION**

Note 2

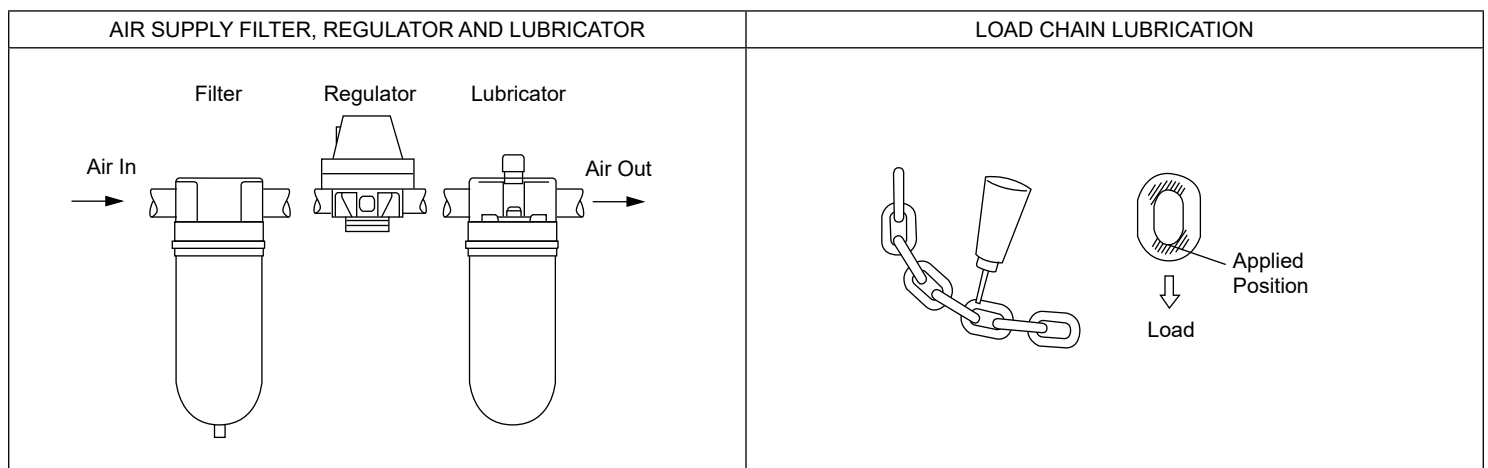
All Red Rooster hoist chain must be lubricated to prevent wear. ⚠ **DANGER**

Keeping load chain clean and lubricated will greatly increase the lifetime of the chain and prevent costly replacement. Very little lubricant is needed and can be easily applied to the chain by cloth, brush or spray.

In areas of high corrosion, plated chain can be used along with special lubricants to prevent corrosion from sea water and spray. Chains used in these areas should be re-lubricated on a regular basis.

NEVER use heavy grease or bitumen based products to lubricate the chain as these will foul the chain guide, idler and load wheels and bearings. ⚠ **DANGER**

Remove dust and water drops on the Load Chain and then apply lubricant. Application of lubrication influences on the life of the Load Chain considerably. Apply the lubricant sufficiently.



SAFE OPERATION

- 3.1 The contents of this section are designed for the guidance of personnel using the hoist. For the most part, they are 'common sense' procedures. Most dangerous occurrences involving lifting machines are not as a result of defect developing in the machine itself but are as a result of an error or act of carelessness by the operator. As such, the vast majority of accidents or dangerous occurrences are avoidable. The operator is responsible for his safety and the safety of others in the area of the hoist.

It is further recommended that only authorised personnel should be permitted to use the hoist and that all staff should be properly trained and have adequate knowledge in both safe use and visual examination.

ALWAYS - follow company procedures, work safely, report faults and comply with regulations.



DANGER

GUIDELINES FOR PERSONNEL USING AIR HOIST

- Read the instruction manual before use.
- Test run the equipment prior to application of a load and ensure that the equipment, including its control and safety devices are functioning correctly.
- Do not touch the hoist body immediately after extensive use, as it may be hot or very cold.
- Do not wear loose clothing (ties, scarves etc.) which may get dragged into the hoist or bottom block.
- Wear safety boots or shoes (together with a safety helmet if lifting overhead).
- Ensure that a positively engaged isolator requiring an appropriate operation to re-engage, is fitted between the air supply and the machine (lever, button or quarter turn valve). The isolator should isolate only the machine itself or where the safety of other machines may be affected by isolation of the machine, all machines affected must be isolated at the same time.
- Large hoists and trolleys have lifting eyes that can be used for handling and installation. Where no lifting eyes are fitted, a sling may be fitted round the hoist body using a choker hitch.
- Ensure that the load is securely supported by certified lifting gear (slings and shackles) with a higher safe working load in the configuration used, than the load to be lifted and that it cannot 'escape' whilst being lifted.
- Stand clear of the load when lifting or lowering and ensure that the point at which you are standing is secure. Do not touch moving chain.
- When there is a brief pause in the lifting operation where the operator lets go of the pendant control, he must stay in the area and make sure the pendant hangs vertically and cannot swing or get blown against anything.
- When there is a longer break in the lifting operation and the load has been landed, then the emergency stop button should be actuated so that a positive action is required before the hoist or hoist and trolley can be operated.
- If the hook is still attached to an item then a sign should be attached to the pendant and depending on the circumstances the power supply locked off.
- Ensure that other personnel cannot enter the immediate area where the lift is taking place.
- Never lift the load higher than necessary.
- Ensure that the control length (cord or pendant) is adequate to allow the operator to stand away from the load in a position to see the load at all stages of lift.
- The pendant should hang from the hoist and not be placed onto objects where the controls could be activated.
- If it is not possible to site yourself in a position where you can see the load at all stages, appoint a 'banksman' to cover the area which you cannot see and establish a reliable method of communication (verbal or hand signals) before starting the lift.
- If you suspect that the equipment is defective or is developing a fault, stop the lifting operation immediately.
- In the event of an emergency make the area safe by returning the load to a rest position, but if this is not possible the area should be cordoned off and the advice of your superior or safety officer sought. Never repair a hoist with the load suspended.
- If it is not possible to lower a load to the ground to make it safe, then a lifting plan must be in place to recover the load or make it safe in case of hoist failure.
- In the case of complex lifting operations a lifting plan must be in place to control the lift stipulating the hoists to be used, operating conditions, operator instructions and the different parts of the lift taking part in the agreed sequence. Carry out a practice lift with a small load if necessary to confirm the lifting operation.
- The starting and stopping of the hoist and taking up of slack chain at high speed can apply high forces which could be higher than the load being lifted. Always operate hoists smoothly and in a controlled manner.
- The attachment points must be capable of withstanding the expected forces.
- External vibration can affect the hoist and can cause damage and wear.
- Do not use the hoist outside in high winds, bad weather conditions, or when temperatures are likely to be outside the operating temperature of the hoist.
- Only use the hoist to make a lift safe when a warning alarm has been activated in the area and then isolate the hoist.

AT ALL TIMES THINK BEFORE YOU ACT - PLAN EVERY LIFT

SAFE OPERATION - HOIST OPERATORS

DANGER

- 3.1
- Hoist operators must be healthy and not under the influence of alcohol, drugs or medication when operating the hoist.
 - Hoist operators should be trained in the operation of hoists proper rigging procedures for the attachment of loads to the hoist.
 - The operator is always responsible for his own safety and anybody else in the operating area.
 - Always start the lowering or lifting movement slowly and smoothly.
 - When using the hoist jointly with another person, use signals agreed upon at the job site (standardized signals).
 - When using the hoist without chain collector, avoid the slack chain to fall, catch or impact as this can cause hazards.
 - In case of air pressure loss, secure the load and area. Ensure that turning the air supply back on cannot result in a dangerous occurrence.
 - Stop using the hoist in case of abnormal sounds.

SAFE OPERATION - FORESEEABLE INCORRECT USE

DANGER **CAUTION**

- 3.1
- Where the supporting steel work transfers a vibration or oscillation through the hoist this can cause increased wear between the links of the load chain.
 - Where the hoist or hoist and trolleys are fitted with lifting points they should only be used for lifting the hoist and trolley, they are not designed to take the full WLL of the hoist.
 - Before carrying out any work on the hoist the main air should be turned off and the residual are vented or the hoist run to dissipate the air pressure.
 - Do not exceed the stated SWL or duty rating. (Fig. A)
 - Operate the hoist smoothly. Do not suddenly change direction as this may exert both shock loads acceleration forces may well in excess of the weight of the load being lifted.
 - Do not use the hoist to lift / lower personnel. (Fig. B)
 - Only use the hoist to lift a load vertically. It is not designed to pull or drag loads without modification and or a lift plan being used for special lifting operations, such as cross hauling. (Fig. C)
 - Ensure that the load is securely supported by its lifting gear (slings shackles etc.) and that it cannot escape whilst being lifted.
 - Ensure that the lifting assembly (slings, shackles etc.) has a higher safe working load in the configuration used than the load to be lifted.
 - Ensure that the point at which the hoist is to be suspended has an equal or greater safe working load than the hoist.
 - Ensure that the load is free to move and will clear all obstructions.
 - Avoid swinging the load or hook.
 - Do not use the hoist if the chain is damaged, twisted, kinked or worn.
 - Ensure that the load is stable and in balance at starting lifting or setting down as tilting or falling loads can cause accidents.
 - Never allow loads to "fall" into the load chain. (Fig. D)
 - Never lock the control elements of the pendant or controls.
 - Never use the chain, hooks or hoist as an electrical ground for welding or electricity.
 - Do not use the limits as a means of stopping the hoist (these are safety devices).
 - Do not use controls as a means of moving the hoist (the pendant is designed to support its own self weight only).
 - Stand clear of the load when lifting and lowering and ensure that the point at which you are standing is safe and secure. (Fig. E)
 - Do not hold onto the load chain when controlling a load (fit a tag to the load if necessary to ensure that the load is controlled).
 - Do not apply a load to the tip of the Bottom Hook or the Hook Latch. (Fig. F)
 - Do not bind a load with the load chain directly. (Fig. G)
 - Do not operate the Load Chain while it is in contact with any sharp edges. (Fig. H)

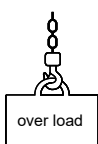


Fig. A

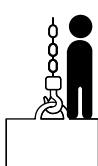


Fig. B

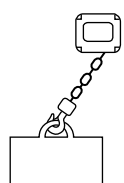


Fig. C



Fig. D

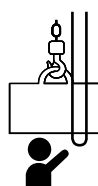


Fig. E

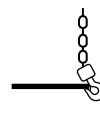


Fig. F

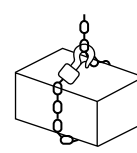


Fig. G

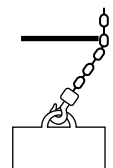


Fig. H

SAFE OPERATION

DANGER

3.2 SAFETY EQUIPMENT - PPE

Safe systems of work should be appropriate for the working conditions that the hoist is being used in with method statements stating what the hoist is being used for, the authorisation of staff to operate hoists and the PPE requirements in place. In general overalls, safety shoes, hearing protection and gloves are normal but other sites will require safety glasses and hard hats.

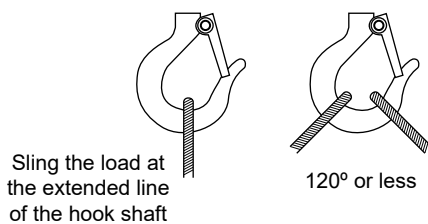
DANGER

3.3 LIFTING GEAR BELOW THE HOIST

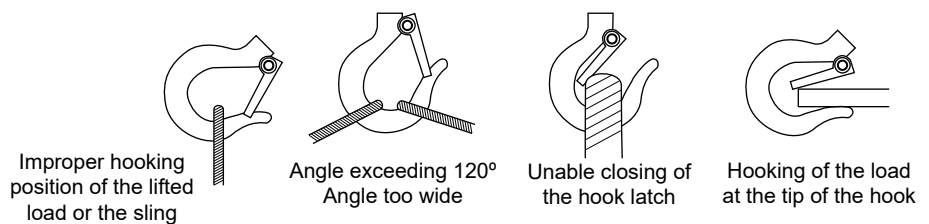
Where lifting gear is connected into the bottom hook of the hoist it should be sized for at least the capacity of the hoist and physically fit well into the body of the hook allowing the safety catch to close.

Where a larger item such as a spreader beam is used this may have an effect on the lifting capacity of the hoist, so the SWL should be reduced to reflect this.

HOW TO SLING THE LOAD PROPERLY



DO NOT CARRY OUT DANGEROUS HOOKING AS SHOWN BELOW



DANGER

3.4 MOUNTING ON TROLLEYS

- Ensure that the trolley is properly mounted on the beam and set correctly for the beam with adequate wheel clearance.
- Ensure that the stops for the trolley mounted on the runway beam are correctly positioned and securely installed.
- Ensure that the top hook or link plate of the hoist fits properly on the suspension point of the trolley and is assembled properly with the hoist at the centre of the load bar.
- Ensure that the load bar and tie bar nut have been secured and the trolley side plates are set parallel to the beam web.
- Ensure that the tie bars are correctly adjusted in the slots with the anti-tilt roller close under the beam with enough clearance to allow the trolley to run along the beam.

DANGER

3.5 OPERATIONAL BREAKDOWN OR ACCIDENT

If an unloaded hoist stops working then it should be removed from location and sent for repair if none of the remedies in the trouble shooting guide have an effect.

When the hoist is still holding a load then an additional hoist should be used to take the weight of the load so it can be safely lowered and the faulty hoist removed for repair. If another hoist cannot be used to lower the load it is possible to release the brake by slackening the brake cover screws but this should only be done by a RRL engineer or after discussions with Red Rooster as it is not always possible or safe to do so.

The main air supply line to the hoist should be fitted with an easily accessible valve to cut off the air supply to the hoist in case of emergency or for maintenance. Pendant control hoists also have a main air shut off valve.

There should be a safe access to the hoist to carry out maintenance, inspection and lubrication.

MAINTENANCE

- 4.1 The TMH range of hoists are heavy duty pneumatic hoists and built to require little maintenance if they are kept lubricated and maintained. The maintenance required will depend on daily operating times, the conditions, quality of the air supply and the percentage of the WLL regularly being lifted. The operators daily checks and the monthly maintenance checks are necessary to check the condition of the hoist. Maintenance work should be carried out by trained and qualified personnel. ⚠ **DANGER**

It is recommended that in the case of the TMH, the hoist and air trolleys inspections are carried out in accordance with the following schedule, although the frequency of the 'six month inspection' should be increased in high risk environments, aggressive environments or where the usage is particularly heavy to between one and three months. ⚠ **CAUTION**

EVERY DAY / WEEK (DEPENDING ON USAGE) ⚠ **CAUTION**

The items listed under 'checks before use' in Section 1 (Getting Started) of the manual should be examined. It is recommended that the lubricator is 'topped up' as a part of this inspection routine.

AT LEAST ONCE PER MONTH FOR HOISTS IN CONSTANT USE OR EVERY THREE MONTHS LIGHTLY USED UNITS

DANGER

LOAD CHAIN - Thoroughly examine throughout its length for wear in the links, corrosion, cracks or distortion. If the wear in the links exceeds that stated in the chart, the chain should be replaced. If there are any visible cracks or distortion the chain should be replaced. Any wear should be measured and checked against section 10.1.

BRAKE - With a load applied check the brake efficiency. If there is any delay in actuation or slippage, the brake is defective and the hoist must be thoroughly overhauled before being returned to service.

HOOKS, SWIVELS AND CLAWS - Examine hooks for wear, deformation (refer to chart), nicks and gouges. Ensure that the hooks swivel smoothly and that the safety claw opens fully and closes under spring tension.

CHAIN ANCHOR PIN - Examine for wear and deformation.

NUTS AND BOLTS - Using suitable spanner and Allen key, check for any loose nuts and bolts.

UPPER AND LOWER LIMIT - Ensure that it functions correctly in both the fully raised and fully (chain lever) lowered positions.

CHAIN COLLECTOR - Check security and condition.

It is recommended that the load chain and linkages are lubricated as part of this inspection routine.

When repairing Red Rooster air hoists only original Red Rooster products should be used.

- 4.2 Only minor repairs such as silencers, safety catches, pendant repairs, replacing shorter lengths of load chain and inspections should be done in location after this the hoist should be lowered to ground level and taken to a workshop. ⚠ **CAUTION**

If the hoist is taken out of service it should be sent to an approved repairer to be fully dismantled, repaired and tested. ⚠ **CAUTION**

Only Red Rooster approved parts should be fitted to the hoist but good quality European or Japanese load chain and bearings can be used but other than that only Red Rooster supplied parts should be used. ⚠ **CAUTION**

Hoist and trolleys are heavy along with some parts of some hoist so suitable lifting equipment should be used to dismantle and assemble hoists. ⚠ **DANGER**



SAFE OPERATION

4.3 SILENCING

The TMH hoist is fitted with an internal silencer; the noise output being less than 80 dB at one metre (this conforms to E.C. noise regulations).

TMH-10T / TMH-15T / TMH-20T

The silencer comprises of two type SS, one type F and a further two type SL in this order.

The life expectancy of the silencer correlates closely with the quality of air supplied.

Periodic examination of the silencer is not required, nor is it recommended (see below). As the silencer becomes contaminated a reduced speed of operation will be noted. At this point the nylon silencer should be cleaned or replaced and the gauze silencer should be changed.

4.4 CHANGING THE SILENCER(S) - see parts list.

TMH-10T / TMH-15T / TMH-20T

Remove the 5 off M5 hex socket cap screws which retain the exhaust plate. Remove the foam silencers. Replace with the new in the correct order. Fit exhaust plate then secure in place with the 5 off hex socket cap screws.



CAUTION

ADJUSTMENTS AND MAINTENANCE OPERATIONS

Before carrying out any work on the hoist the main air supply should be turned off and the residual air vented or the hoist run to dissipate the air pressure.

Red Rooster hoists normally do not require any adjustment as the brake springs take up any wear and the load limiter and limits should not need adjustment once set.

The lubricator should be checked and topped up weekly in normal use or daily when heavily used.

The load chain should be checked monthly for lubrication and oiled if necessary. Where the load chain is not lubricated for operational reasons the chain should be inspected weekly as a dry chain can wear rapidly.

The top and bottom hooks should only be lubricated if required during checks.

The hoist gearbox is greased during assembly or repair and should not need greased during operation.

There are no hazardous substances in Red Rooster hoists.

MAINTENANCE

4.5 FITTING OR REPLACING LOAD CHAIN

The hoist will require to be hung up with an airline connected.


The chain must be fed over the pocket wheel from the slack end anchor side with the weld of every second link facing away from the wheel axis i.e. weld outwards.

Care must be taken not to twist the chain during installation. This is best achieved by holding the live end of the chain as it emerges from the hoist, if the hoist is reeved on two parts of chain, feed through the bottom block wheel and again as it emerges, thereafter feeding it up to the anchor pin. If the chain cannot be fitted to the anchor without rotating it through 90 degrees, the end link should be removed.


Run the chain through the hoist, leaving a short tail at the 'slack' end. Anchor the slack end without twisting the chain.

On single fall hoists the live end is secured in the bottom hook holder 4 x M12 cap head bolts and nuts.

Feed the chain over the load wheel.


It is very easy to trap or damage the chain if extreme care is not exercised. Always examine the first link of chain after passing it over the load wheel. If damaged, remove the damaged link(s).  **DANGER**

REPLACING EXISTING CHAIN


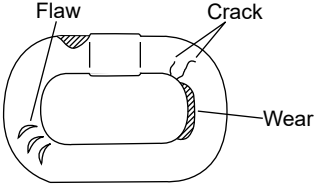
Cut away the centre portion of a link of the old chain to allow a chain diameter to pass through. Connect the spare link to the last link of the old chain and the first link of the replacement chain. Use the old chain to draw the replacement chain through the hoist. (Retain the spare link to be re-used).  **DANGER**

FITTING CHAIN TO AN UNCHAINED HOIST

A handy tool comprises a length of either soft insulated wire (about 2mm diameter) or a piece of flexible nylon tube of the same diameter approximately 500mm long. To the end of this attach a similar length of strong twine.

The soft wire or tube is fed over the wheel, its flexibility allows it to follow the chain guide and re-emerge at the opposite side. The twine is attached to the end of the chain and drawn through, pulling the chain against the wheel. By applying power VERY SLOWLY in the same direction of winding, the load chain is dragged into the first pocket and over the load wheel. If any resistance is felt as the chain attempts to enter the pocket it is imperative that the chain is released from the pocket before trying again. Otherwise the chain will become trapped and damaged.  **DANGER**

Only use quality load chain approved by Red Rooster for use on our hoists.

 DANGER			
ITEM	CHECK METHOD	CRITERIA	WHEN FAILED
Deformation Flaw Entanglement	<ul style="list-style-type: none"> Check visually  <ul style="list-style-type: none"> Check visually for no foreign matter as attached sputter. 	<ul style="list-style-type: none"> No deep notch No deformation such as twist No attached sputter No entanglement No crack Wear (see 4.6 + 4.8) 	Replace the load chain



HOIST COMPONENTS AND CHAIN

4.6 TYPES OF CHAIN

Only the correct size and grade of load chain should be used.
All chain is to EN818/7 - EN1677 standard

TMH-10T	HEAVY DUTY RUD RTS	
Nominal diameter:	16.00 + 0.10 / - 0.60	mm
Pitch:	45.00 + 0.60 / - 0.30	mm
Max dia at weld:	17.2	mm
Min breaking force:	322	kN
Surface hardness:	ca.500-650HV101	
Grade:	EN818/7 ISO 3077	

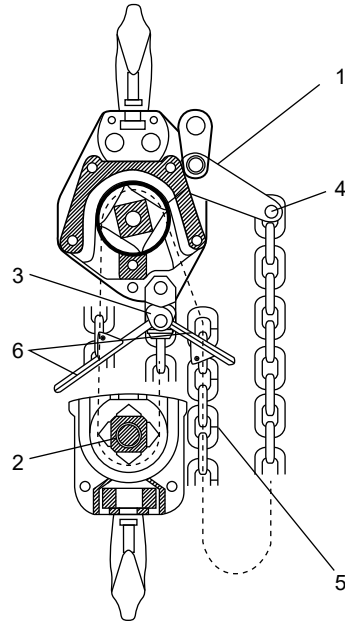
NOTE:

When supplied new, only quality chain from a reputable supplier has been fitted to the hoist. Your supplier will be able to offer replacement chain of like quality.

HOIST COMPONENTS AND CHAIN

4.7 TMH-10T

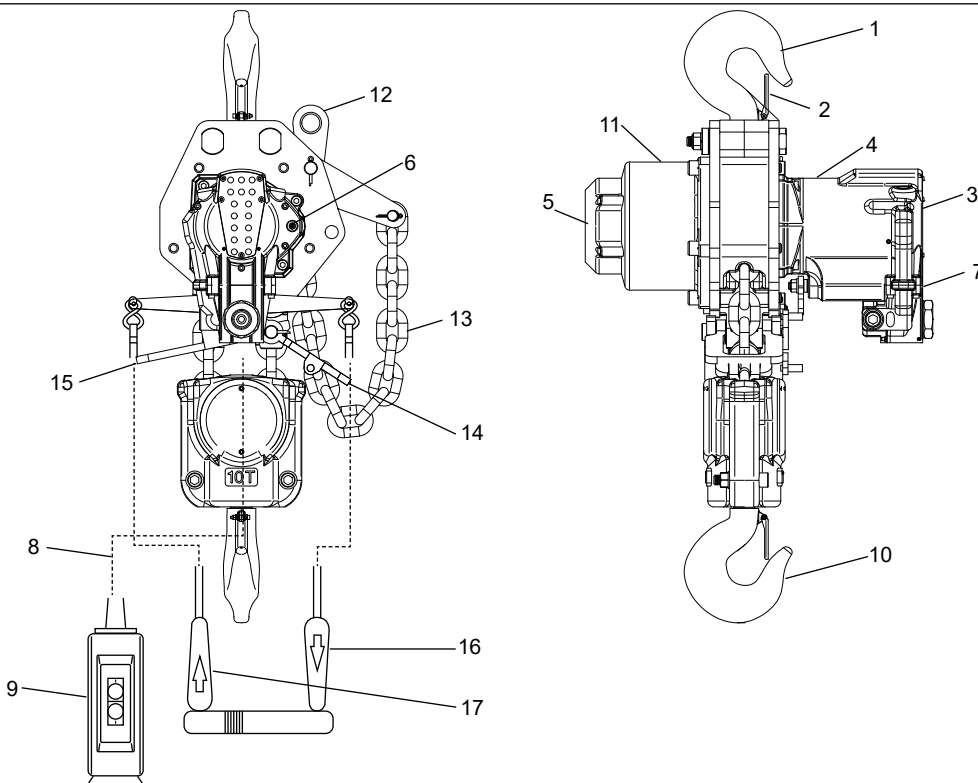
CHAIN FITTINGS



1	Load Sheave
2	Idle Sheave
3	Live End Chain Anchor
4	Dead End Chain Anchor
5	Welds Away From Chain Anchor
6	Limit Lever

TMH-10T

HOIST PARTS

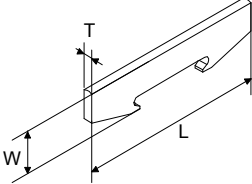
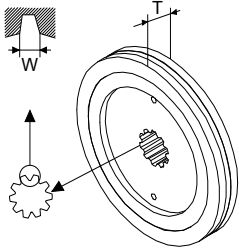
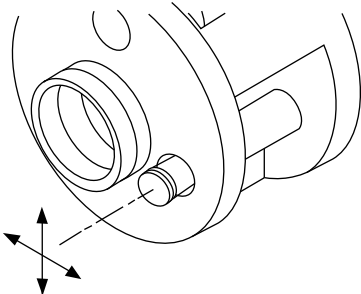
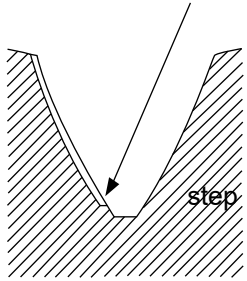
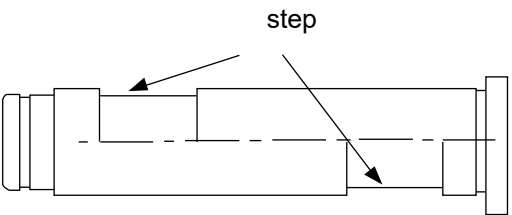



1	Upper Hook
2	Hook Safety Latch
3	Silencer Section
4	Motor Section
5	Brake Section
6	Load Limiter
7	Valve Section
8	Pendant Hose Set
9	Pendant Control with E/Stop
10	Lower Hook
11	Gear Box
12	Hanger Eye for Lifting the Hoist
13	Chain
14	Limit Lever Lowering
15	Limit Lever Lifting
16	Cord Control Lowering
17	Cord Control Lifting



SERVICE DATA

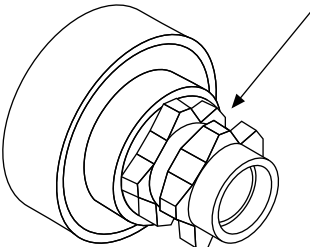
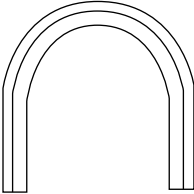
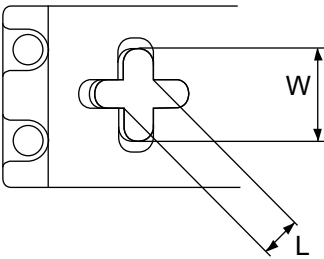
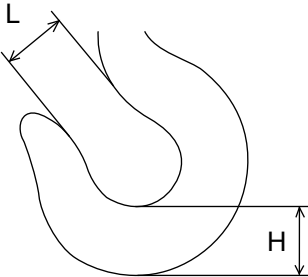
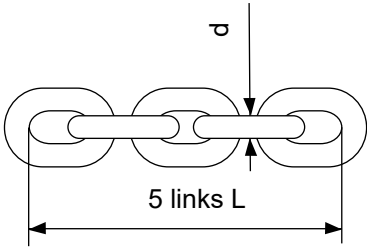
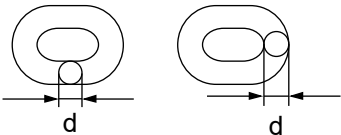
Maintenance chart
TMH-10T

NO.	DESCRIPTION	CHECK POINTS	STD DIMENSIONS & MAX FOR REPLACEMENT
55	Vane		<p>STD L = 136mm MIN L = 135mm STD W = 23mm MIN W = 21mm STD T = 4mm MIN T = 3.5mm</p> <p>Replace if any of the width, length and thickness is less than the stated minimums.</p>
152	Brake Disc		<p>STD T = 8mm MIN T = 7.3mm Below minimum for replacement. STD W = 2.6mm MAX W = 2.8mm Above maximum for replacement</p>
213	Cage		<p>Replace when there is a large or uneven play in the pin hole.</p>
201 202 204 205 206 208 209 210 212	First pinion First star gear First ring gear Second pinion Second star gear Second ring gear Third pinion Third star gear Third ring gear		<p>Replace if there is a step on the surface of the gear teeth.</p>
203 207 211	First pin Second pin Third pin		<p>Replace if there is a step on the surface of the pin.</p> <p>If the pin is replaced, replace the needle bearing and star gear at the same time.</p>
128	Chain end pin		<p>Measure the contact area of the pin and the chain. Replace if the wear exceeds 1mm.</p>



SERVICE DATA

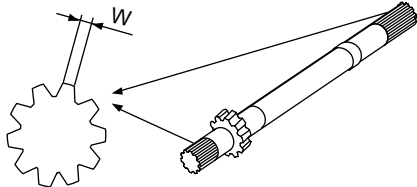
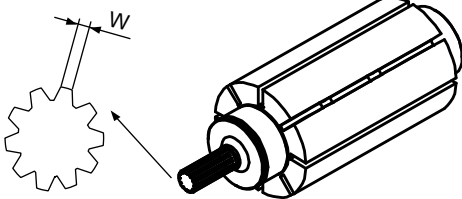
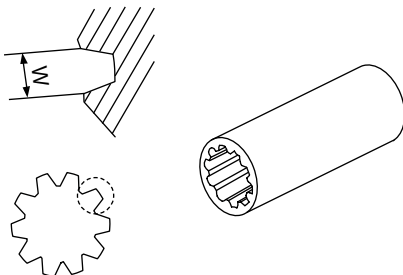
Maintenance chart
TMH-10T

NO.	DESCRIPTION	CHECK POINTS	STD DIMENSIONS & MAX FOR REPLACEMENT
113	Wheel		Replace if load-sheave part is badly damaged or worn.
111	Chain Guide		Replace if the wear of any part of the chain guide exceeds more than 1mm. Replace when it has cracks or critical damage caused by chain.
116	Chain Separator		<p>STD L = 40mm MAX L = 42.8mm STD W = 60mm MAX W = 63mm</p> <p>Replace if any of the above dimensions exceed maximum wear. Replace when it cracks or critical damage</p>
250	Hook		<p>Dimensions: STD L = 60.0mm MAX L = 61.2mm STD H = 62.0mm MIN H = 59.5mm</p> <p>Check dimensions as casting size can vary. Replace if beyond maximum 'L' or minimum 'H'. There is some variation in the 'H' size on hooks so it is best to measure the hook when new and then allow up to 1mm of wear.</p>
143	Load Chain		<p>STD L = 225mm MAX L = 228.5mm Replace if L exceeds MAX L.</p> <p>STD D = 16mm MIN D = 15.5mm Replace if D exceeds MIN D Also replace if the link chain is severely damaged.</p>
			Measure the chain diameter (d) with point caliper.



SERVICE DATA

Maintenance chart
TMH-10T

NO.	DESCRIPTION	CHECK POINTS	STD DIMENSIONS & MAX FOR REPLACEMENT
201	First pinion		STD W = 1.75mm MIN W = 1.5mm Below minimum for replacement
53	Rotor		STD W = 1.75mm MIN W = 1.5mm Below minimum for replacement.
115	Coupling		STD W = 2.6mm MAX W = 2.8mm Above maximum for replacement.



LAYING UP THE HOIST

5.1 LAYING UP THE HOIST

Whenever the hoist is unused for a period (weekends, holidays or in store), a little preparation will ensure that the hoist operates correctly and safely, either before being put into service for the first time or when being put back into service after a layup.

SHORT LAY UP PERIOD (2 TO 90 DAYS):

Air hoists should be kept clean, lubricated and stored in a clean and dry location.

When not in use seal off from the air supply inlet and run extra oil through the hoist as per lay up instructions.

Wherever possible keep the hoist protected when in use and installed in an exposed location, protecting controls and hoses from damage.

Turn up the oil delivery rate of the lubricator to maximum and run the hoist for two minutes, thereby ensuring that the hoist motor and control valve are well lubricated. (This also helps to displace any water which may be lying in the hoist). ⚠ **CAUTION**

LONG TERM LAY UP PERIOD (3 MONTHS TO 12 MONTHS):

- Heavily lubricate the hoist as specified above.
- If the hoist is contaminated with dirt or chemicals, wash with a propriety mild solvent or detergent and thoroughly rinse off with fresh water. Allow to dry and spray lightly with penetrating fluid.
- Lubricate the load chain, limit shafts, safety latches, and hook swivels.
- Disconnect the air supply and plug the inlet port.
- If required, dismantle the chain collector, pendant, air set and trolley for storage.
- Store in a dry ventilated area.
- Secure hoist in a crate or suitable pallet.

Transportation - Moving your Red Rooster hoist between locations.

Carefully disconnect from suspension point and lower under control to ground level.

Be sure that chain collector, valves and trolley drives are not damaged.

Carefully lay the pendant on top of the hoist making sure tubes or hoses are not damaged.

Secure the hoist and chain to the shipping container or pallet.

For long term storage corrosion inhibitors (wax coatings) can also be applied to suitable surfaces and then removed before use.

Before connecting the air supply line to the hoist, pour 5 to 10 cc of Atlub air tool oil directly into the airline to ensure that oil is present in the motor startup. ⚠ **CAUTION**

If being stored long term especially outside ask for a copy of the full procedure - AHLU-15

CHAIN COLLECTORS

- 6.1 When supplied new the chain bucket will have been sized to suit the HOL of the hoist with spare capacity to allow for some bunching up of the chain. The use of a chain collector can make the operation of the hoist more efficient preventing dangerous occurrences with the chain getting caught or falling from the load being lifted as it mounts up on top of the load.

Galvanised chain collectors are used as standard, with stainless steel buckets being used on UK Ex / ATEX hoists and in areas of high corrosion.

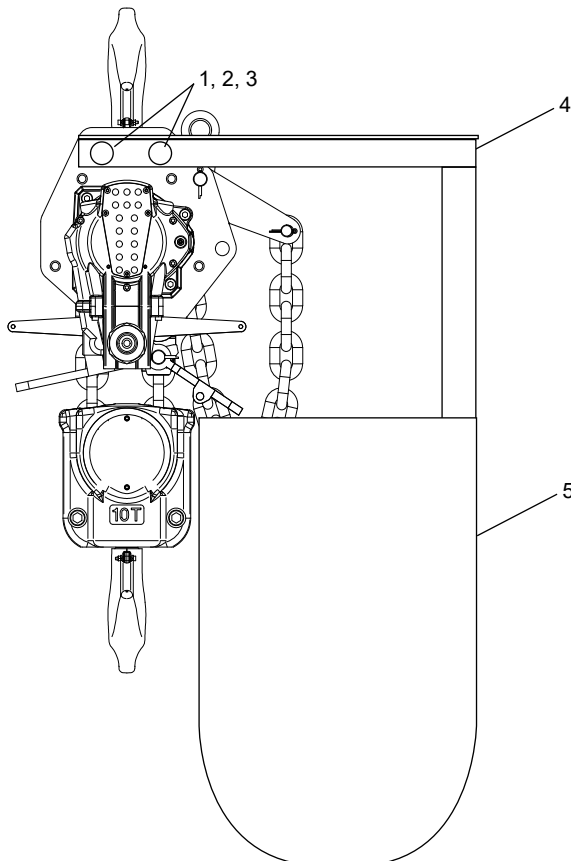
On arrival at site the load chain should be removed from the chain collector either manually or by carefully running out of the hoist checking for snagging. The chain should then be run back into the collector by the hoist checking there are no twists in the chain that the bottom hook is not twisted through the chain fall on multi-fall blocks. **⚠ CAUTION**

Hoists with long drops of chain and heavy loads in the chain collectors will require a secondary suspension point to hold the hoist in a vertical position when unloaded. These may be as shown in section 1.8 or a secondary trolley on a runway beam. **⚠ CAUTION**

If operating without a chain collector the slack end of the chain may catch or get caught on top of a load. Always make sure the unloaded chain is running freely.

⚠ DANGER

- Do not exceed the chain collector capacity.
- When the load chain is dry it may not run freely into the chain collector and over fill the collector, so the chain must be kept lubricated to prevent it running out of the collector.
- Make sure the chain collector brackets have not been damaged during installation.
- Make sure the chain collector is free to move when the hoist is loaded and un-loaded.
- Make sure the bottom hook does not connect with the chain collector. Limit the lifting height of the bottom hook if necessary.
- For any assistance required on chain collectors please contact Red Rooster Lifting Ltd.



TMH	
1	Hook Pin TMH-10T-BB-06 (2off)
2	M16 x 45 Cylinder Head Cap Screw (4 off)
3	M16 Nordlock Washer (Pair) (4off)
4	Bucket Bracket TMH-10T-BB-00
5	Chain Bucket

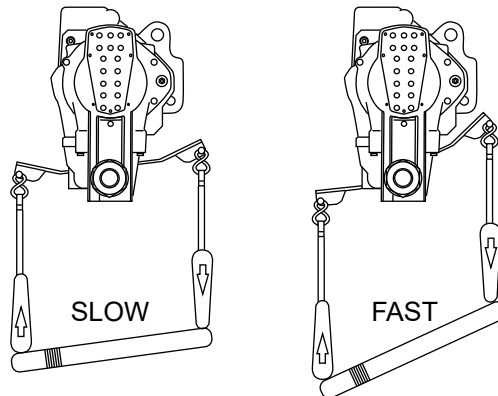
SPEED & LOAD LIMITER ADJUSTMENT

7.1 SPEED ADJUSTMENT

Every TMH hoist is checked at the factory to ensure the maximum hoisting speed is in accordance with the specification.

CORD CONTROL HOIST

The speed of the hoist is proportional to the amount of downward movement in the control cord, which via the cord lever controls the amount by which the valve is opened.



MAXIMUM LOAD ADJUSTMENT

On every TMH hoist the load limiter is factory set to operate at a load ten percent in excess of the safe working load, at an operating pressure of 6 bar. Unless a lower supply pressure is to be used, the load limiter will not require adjustment.

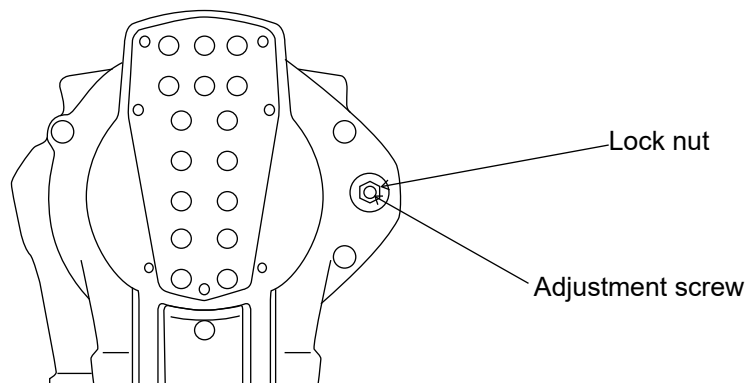
All models in the range incorporate an adjustable load limiter.

HOW IT WORKS

Located adjacent to the control valve, the load limiter measures the pressure drop across the motor which is proportional to the load on the motor. Once the pressure drop is increased above that of the load limiter setting, the brake is applied and the hoist will not lift the load. In this case the load should then be reduced or a larger capacity hoist installed. The load can still be lowered when the load limiter cuts in.

7.2 SETTING THE LOAD LIMITER

Viewing the hoist from the motor end, the load limiter adjusting screw (M6 hex) is located on the left hand side on the valve cover. It is locked in position with an M6 nut. Back off the lock nut before commencing adjustment.



- Set the regulator pressure to that which will be used during operation (normally 6 bar to 90 p.s.i.).
- Turn the adjustment screw anti-clockwise until no resistance is felt and then turn clockwise until the internal spring starts to resist.
- Apply the safe working load in the hoisting mode slowly and then at full speed. The hoist will stop automatically.
- Rotate the screw one turn in a clockwise direction and again engage the hoisting mode.
- Continue, one rotation at a time until the load limiter fails to stop the hoist.
- Turn the screw 1/4 turn clockwise and ensure the load limiter is operating at this point. (If not continue in a clockwise direction a fraction of a turn at a time until the load limiter operates.
- Fasten the lock nut to secure the adjustment screw.
- The load limiter is now set. A significant change in the operating pressure from that selected will necessitate adjustment of the load limiter.
- The maximum travel of the adjustment screw is approximately eight turns, If adjusted to this point, the load limiter will not operate. ⚠ **CAUTION**

OPERATIONAL BREAKDOWN / TROUBLESHOOTING THE TMH HOIST

8.1 We list below a number of faults which may occur during use, together with the probable cause and the cure. If you experience a fault and cannot identify the cause, or if you do not feel confident to remedy the fault, please revert to your hoist supplier.

Description of fault noted	Possible cause of fault	Remedy
Does not operate (Valve does not work)	Lack of air pressure Damage of Pendant hose Foreign material is stuck in pendant or piping part Rust of valve part Limit shaft is stuck by rust Over tightening assembly bolts of valve body Damage of O-ring in Valve part	Adjust air inlet pressure (6 Bar) Replace pendant hose Remove the foreign material Replace the defect part Replace Limit shaft, Limit shaft bush Re-tighten bolts with right torque Replace damaged O-ring
Does not operate (Valve works)	Lack of air pressure Incorrect assemble of Valve bush Defective part in Motor Defective part in Gear Brake is not released due to damage on O-rings and packing	Adjust air inlet pressure (6 Bar) Reassemble Valve bush Replace part Replace part Replace defective O-ring, gasket
Lifting and lowering speed is slow	Lack of air pressure Hose is too long, or size is small. Or air pressure loss due to using quick coupler Foreign material is stuck in pendant or piping part Incorrect assemble of Valve bush Damage on Pendant hose Lack of Oil Silencer parts are clogged Defective parts in Motor Defective parts in Gear Brake is not released due to damage on O-rings and packing Air pressure for Valve releasing is not enough due to using long pendant hose	Adjust air inlet pressure (6 Bar) Adjust hose length, or change hose and piping part Remove foreign material Reassemble Valve bush Replace Pendant hose Adjust quantity of oil Clean each silencer or replace Replace defect part Replace defect part Replace defective O-rings and packing Adjust the set up for long pendant hose
Operation does not stop despite releasing pendant lever or cord	Over tightening of valve body assembly bolts Limit shaft function is disturbed due to rust etc. Damage on O-ring in Valve part	Re-tighten bolt Replace Limit shaft, Limit shaft bush Replace defective O-ring

OPERATIONAL BREAKDOWN / TROUBLESHOOTING THE TMH HOIST

8.1 Continued

Description of fault noted	Possible cause of fault	Remedy
Cannot lift or lower rated load	<p>Lack of air pressure</p> <p>Hose is too long, or size is too small. Or air pressure loss due to using quick coupler</p> <p>Damage on Pendant hose</p> <p>Foreign material is stuck in pendant or piping part</p> <p>Defective operation caused by rust of Valve part</p> <p>Limit shaft does not move smoothly due to rust</p> <p>Incorrect assembling of Valve bush</p> <p>Adjustment of Load Limiter is not correct</p> <p>Silencer parts are clogged</p> <p>Defective parts in Motor</p> <p>Defective parts in Gear</p> <p>Brake is not released due to damage on O-rings and packing</p>	<p>Adjust air inlet pressure (6 Bar)</p> <p>Adjust hose length, or change hose dia and piping part</p> <p>Replace hose</p> <p>Remove foreign material</p> <p>Replace defective part</p> <p>Replace Limit shaft and Limit shaft bush</p> <p>Reassemble Valve bush</p> <p>Adjust Load limiter as per section 7.2</p> <p>Clear each Silencer or Replace</p> <p>Replace defective part</p> <p>Replace defective part</p> <p>Replace O-ring and Gasket</p>
Cannot perform slow speed operation or not continue	<p>Damage on O-ring in Valve part</p> <p>Limit shaft function is disturbed due to rust etc.</p> <p>Defective Lift spring in Motor part</p> <p>Over tightening of adjust screw of pilot air</p> <p>Defective bearing on Limit lever</p> <p>Defective parts in Motor part</p>	<p>Replace defective O-ring</p> <p>Replace Limit shaft, Limit shaft bush</p> <p>Replace Lift spring</p> <p>Adjust the set up for long pendant hose</p> <p>Replace Bearing</p> <p>Replace defective part</p>



PERIODIC EXAMINATION AND TESTING

9.1 EXAMINATION

UK & European Law requires that a thorough examination of the hoist should be carried out by a competent person:

- Before being put into service.
- At a frequency not exceeding 12 months (6 months for equipment used offshore).
- After being put into service at a new site.
- After involvement in an accident or dangerous occurrence.
- After a significant change in the conditions of use.
- After long periods out of use (time not specified).

Lifting operations and lifting equipment regulations 1998, section 9 refers. (LOLER 1998 №2307)

The record of such examination must be retained for as long as the employer continues to operate the equipment. The regulations also call upon the employer to carry out a risk assessment; to adjust the frequency of inspection according to the potential risk, to determine the nature of inspections and to ensure that the persons carrying out the inspection are competent to do so.

9.2 SIX MONTHLY OFFSHORE INSPECTION

Arrange to have the hoist examined by a person specifically trained and experienced in the examination of lifting machines. This can be done by a Red Rooster engineer or an independent competent person. Ensure that the party is operating to a detailed inspection procedure or code of practice.

SERVICE

We would recommend the hoist is returned every 5 years for a full inspection and service.

9.3 TESTING

LOLER 98, section 4 calls for the employer to ensure that the hoist is of adequate strength and stability for each load. No frequencies or test or proof loads are specified.

In the case of the TMH hoist the hoist is functionally tested with a proof load of 125% of the safe working load prior to delivery (Test certificate refers).

It is recommended that the test is repeated along with a thorough examination if the hoist is substantially repaired (i.e. any repair which may affect the hoists ability to lift, lower and sustain a load).

REPEAT PROOF LOAD TESTING OF THE HOIST SHOULD BE AVOIDED

NOTE!

If your hoist is a "spark resistant" zone 1 version; check the bronze coating of the lower and upper hook for signs of wear. A worn out coating is NOT spark resistant anymore and can cause dangerous situations. Therefore let the bronze coating be renewed by your supplier in time.



DUTY RATINGS

10.1 FEM 9.511 classifies the theoretical loading conditions and operating time in hours per day.

FEM 9.755 classifies the theoretical duration of service for safe operation.

APPLICATION OF FEM RULES TO PNEUMATIC HOISTS

With most mechanical equipment, the limiting factor with regard to operating time is that of HEAT GENERATION.

For example, an electric motor if not periodically allowed a 'rest period' to allow it to cool down after each period of use will cease to function due to irreversible damage arising as a consequence of the heat.

Air motors perform differently. Although heat is generated, providing that the motor is properly lubricated, no damage will ensue. The expanding air at the outlet manifold also has a cooling effect on the motor.

As a result pneumatic motors are commonly referred to as 100% duty rated or continuous rated, which means simply that they may be used continuously without a cooling down period and without damage arising as a consequence.

Incorporated into the TMH hoist are three classes of components:

1. Sacrificial components - These components are designed to incur wear to either protect other components or to function by means of friction generation. They require periodic inspection and replacement and comprise of the rotor vanes and the brake disc. Inadequate lubrication seriously reduces the life expectancy of the vanes.
2. Load chain - Whilst adequate lubrication of the load chain will reduce friction and thereby limit the wear occurring between the bearing points of adjacent links, it will not totally eliminate it. Hence it will require regular inspection and will also require replacement within the service life of the hoist.
3. Structural and mechanical components - These comprise all other parts of the hoist, including gearbox and bearings, rotor and housing, valve, hooks, pins etc. A theoretical service life for every component has been calculated (available on request). For the purposes of the summary, the SHORTEST service life of any component has been included.

10.2 TABLES OF DUTIES - TMH-10T Hoist

FEM standard	For all mentioned TMH models
FEM 9.511	1 Am (M4)
Theoretical duration of service	
FEM 9.755	
Sacrificial components	1Am (M4)
Load chain	2M (M5)
Structural & mechanical components*	1Am (M4)

*Shortest duration stated.

IMPORTANT NOTES

- ▷ A hoist is deemed to be operating when it is in motion.
- ▷ All ratings are based on a clean, dry, air supply and correct lubrication.
- ▷ Load chain must be to manufacturer's specification.
- ▷ Special chains are excluded (consult your supplier).
- ▷ Mode of use must be in accordance with manufacturer's recommendation.

EXPLOSION PROTECTION

- 11.1 The UK is now covered by the UK Ex scheme for the use of non-electrical in hazardous areas and is covered by the 'Product Intended for use in Potentially Explosive Atmospheres Regulation 2016' (UK SI 2016: No 1107 as amended by UK SI 2019 No 696 Schedule 25, schedule 3A, Part 6)

For Europe and many other parts of the world we also offer ATEX Non-electrical equipment certified under the ATEX 2014/34/EU Directive.

For both the UK Ex and ATEX this is split into two categories of equipment available from Red Rooster – Group – I mining (I M2 De-energised in an emergency) and group II – Zone 1 + 21 & Zones 2 + 22)

The Explosive Protection Level (EPL) has been set when the effective ignition sources are identified and when they become effective in normal operation and in the case of expected malfunctions. The normal ambient temperature range for Red Rooster air hoists is -20°C to +60°C.

As standard all Red Rooster air hoists are certified as Group II Category 3 (Zone 2 Gas or 22 Dust)
This excludes the TMM-140 & TCR-250 ME. (standard only)

Standard hoists are suitable for use in ZONE 2 Gas areas certified as Ex Group II 3 G Ex h IIB T4 Gc
Standard hoists are suitable for use in ZONE 22 Dust areas certified as Ex Group II 3 D Ex h IIIB T135°C Dc

With extra protection can be used in ZONE 1 Gas areas certified as Ex Group II 2 G Ex h IIB T4 Gb
With extra protection can be used in ZONE 21 Dust areas certified as Ex Group II 2 D Ex h IIIB T135°C Db

Further protection allows the hoist to work in ZONE 1 Gas areas certified as Ex Group II 2 G Ex h IIC T4 Gb
Further protection allows the hoist to work in ZONE 21 Dust areas certified as Ex Group II 2 D Ex h IIIC T135°C Db
(not suitable for TCR Mini or TCS range, IIC or IIIC areas)

Red Rooster hoists will cover temperature classes T1 to T4 so can be certified to work with all Gases with the exception of Carbon Disulphide which is in temperature class T6.

The glow temperatures for dusts must be above 220°C or ignition temperatures above 202°C for use in Zones 21 and 22.

Mining – Ex Group I M2 Ex h I Mb (Mechanical equipment de-energised in an emergency)

TROLLEYS AND OVERHEAD CRANES

Red Rooster trolleys and overhead cranes use standard steel wheels for use in a Zone 2 + 22 area and normally with Bronze wheels in a Zone 1 + 21 area with a Gas group of IIB or IIC and Dust group IIIB or IIIC. The normal running speeds of our trolleys and overhead cranes are less than the 1 m/s that the standard allows. (Steel wheels can be acceptable for Zone 1 Gas Group IIB / Dust Group IIIB)

When built into an assembly such as an overhead crane the UK Ex / ATEX rating will be for the complete assembly, which may be less than some of the individual parts.

SPECIAL INSTRUCTIONS

This section of the manual refers to special instructions, exclusions or warnings about the equipment.

LUBRICATION

Lubrication oil should not have an ignition temperature below T135°C (T4) BS EN80079-36:2016.

Several gases such as hydrogen sulphide and ethylene oxide are at the very top of the IIB temperature class and are extremely flammable so you may wish to include them in the higher IIC temperature class. This is also relevant for impact sensitive dusts, around light metals, dusts with glow temperatures less than 210°C and ignition temperatures below 202°C. In an area where combustible dusts are present the surface temperature cannot exceed two thirds of the minimum ignition temperature of the dust and air mixture or the glow temperature of the dust.

Ambient temperature range for air hoists and air trolleys is -20°C ≤ Ta ≤ +60°C

Some models of Red Rooster equipment can only be certified for use in temperature class T5 or T6 when a special assessment has been completed.

Air motors, control valves and hoses are all positively pressurised so gas or dust cannot penetrate internal parts when operating or when under pressure.

Red Rooster hoists and trolleys are constructed to avoid the build-up of dust deposits. But where dust does build up, provision shall be made for removal of the dust and keeping the hoist, trolley and pipework clean.

External influences such as heat from direct sunlight or exhausts can affect the hoist so the ambient temperature should be checked. Other influences such as cold, wind, water, compressor air temperature, contact with chemicals and mechanical hazards can all have an affect on the hoist operation.

EXPLOSION PROTECTION

11.1 EARTHING

The hoist or hoist and trolley should normally earth through the top hook or the running wheels of the trolley into the supporting steel structure. If this does not happen then the hoist can earth through the load chain of the hoist, when grounded. If the chain is rusty it can affect the earthing of the hoist. During inspection the chain may need cleaning, oiling or replaced to allow adequate earth leakage. If the earth leakage is less than that recommended a separate earth strap should be fitted. Neither the running surface of beams nor the wheels should be painted. During lifts the load may be required to be earthed if there is any doubt as to the earth leakage from the hoist.

IMPACT HAZARDS

The materials chosen and their coverings should help to prevent an ignition hazard so that a corroded section of steel does not impact against a light metal or high grade steel. The selected materials and the design should exclude as far as possible mechanical sparks due to impact, sliding or friction. Where external housings are made of aluminium then the possibility of impact should not be possible.

PLASTIC SURFACES

Where plastic has been used for the pendant, control boxes or on the hoist these surfaces must only be cleaned with a damp cloth (water), which reduces electrostatic charging due to friction from wiping with a cloth.

COMPRESSED AIR HOSES

All air hoses used in a Zone 1 + 21 & 2 + 22 areas should be 'Anti-Static' with a sufficiently low surface resistance to prevent an electrostatic ignition hazard. The Hose should always have a higher Safe Working Pressure than the hoist and above that of the air supply from the compressor.

Air supply hoses need to be certified with a current report on the condition of the hose and checked before fitting to the hoist. The burst of a hose or connection failure can create a dust cloud and also create a static charge.

Hose safety whip cables should be used to prevent hoses flying if a connection fails to limit the dust cloud and the flying hose.

*Red Rooster hoists should only be operated with compressed air.

MINING APPLICATIONS

In general most standard Red Rooster hoists can be used for underground mining operations along with the surface buildings and services. The equipment is certified for Group I M2 use, so must be switched off / isolated in the event of an emergency. The equipment has to be robust, non-sparking, taking into account the conditions and the handling underground and be built to survive along with explosive protection from Methane gas / dust - Firedamp. The maximum surface temperature of 150°C for coal dust atmospheres will not be reached where a coal dust layer can be formed or 450°C where coal dust will not form a layer.

For mining hoists the lubrication oil shall be replaced with non-flammable substances or substances not capable of forming explosive atmospheres (BS EN 1127-2:2014). Hoist lubrication is controlled by the drip setting on the lubricator and set as per the manual.



DANGER

- During use the operator must avoid loads or the bottom hook impacting with surrounding steel equipment and structural steel which may result in sparking or frictional sparks caused by dragging loads past fixed structures.
- Any impacts involving light metal or cast iron should be avoided and these materials either protected or removed from the area.
- Damaged or badly corroded coatings or chain should be replaced or repaired to keep up the UK Ex / ATEX rating of the equipment. For assistance contact RRL.
- Earthing of hoists is not usually required as the hook connection to structure allows the hoist to connect to earth.
- The running surfaces of beams and cranes should not be painted to allow wheels to earth to the structure.
- Stainless steel 'C' track systems should be applied with an earth wire to connect onto the structure.
- Plastic junction boxes should only be cleaned with water and a clean cloth to reduce any electrostatic charge coming from the rubbing of the plastic surface.
- Dust should not be allowed to accumulate on the hoist, trolley, crane or junction boxes.
- Only use a damp cloth for wiping plastic surfaces.

TMH-10T AIR HOIST

The **TMH-10T** is a 10 tonne chain hoist from Red Rooster Lifting. This is part of our hook suspension air hoist range for lifting equipment applications in industry.



RED ROOSTER LIFTING

RAISING EXPECTATIONS

The new **Red Rooster Lifting** TMH series air hoists have the highest lifting speed with the lowest headroom on the hoist market. With the high M4 classification of mechanism (ISO 4301-1) this high speed air hoist is extremely durable and will guarantee the continuity of your process. The TMH hoists are designed to operate at full lifting capacity with an air pressure from 4 – 6.3 bar. For full speed operation the hoist air pressure should be 6.3 bar.

STANDARD FEATURES

- Toku rotary vane motor
- Robust 3 step planetary gearbox
- Failsafe automatic internal disc brake
- Mechanical upper & lower switches
- Cast steel housing
- Internal silencing down to 82 dB(A)
- Alloy safety swivel hooks with safety catch
- Load chain 16 x 45mm of European manufacture to EN818-7
- Automatic load limiter

AVAILABLE OPTIONS

- Marine specification
- Special paint systems
- Corrosion protection
- UK Ex scheme or ATEX zone 1 specification
- Chain collectors (galvanised or stainless steel)
- Air Service units
- Radio control



**UK EX SCHEME ZONE 2
ATEX ZONE 2
AS STANDARD**

T: +44 (0) 1651 872101
sales@redroosterlifting.com

REDROOSTERLIFTING.COM

Red Rooster Lifting Limited Nauta House, The Meadows, Oldmeldrum, Inverurie, Aberdeenshire, UK, AB51 0EZ

TMH-10T AIR HOIST

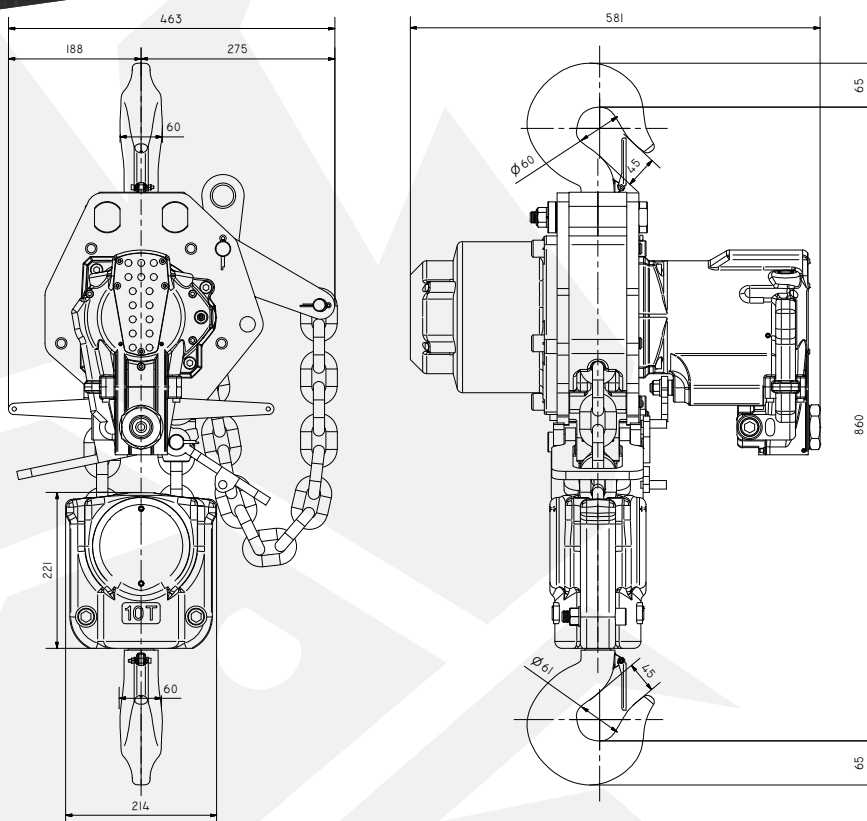


RED ROOSTER LIFTING

RAISING EXPECTATIONS

DIMENSIONS

All measurements are in mm
Information subject to change without notice



HOIST MODEL	TMH-10T
WLL	10000 kg
CHAIN FALLS	2
LIFTING SPEED WITH LOAD	1.6 m/min
LIFTING SPEED WITHOUT LOAD	3.3 m/min
LOWERING SPEED WITH LOAD	3.2 m/min
AIR CONSUMPTION LIFTING	58 l/sec
AIR CONSUMPTION LOWERING	71 l/sec
WORKING PRESSURE	4 - 6 Bar
AIR CONNECTION	1" BSP
MINIMUM HOSE DIA.	1"
AIR SERVICE	1" FLR
WEIGHT 3M HOL	206 kg
ADDITIONAL METRE HOL	11.4 kg

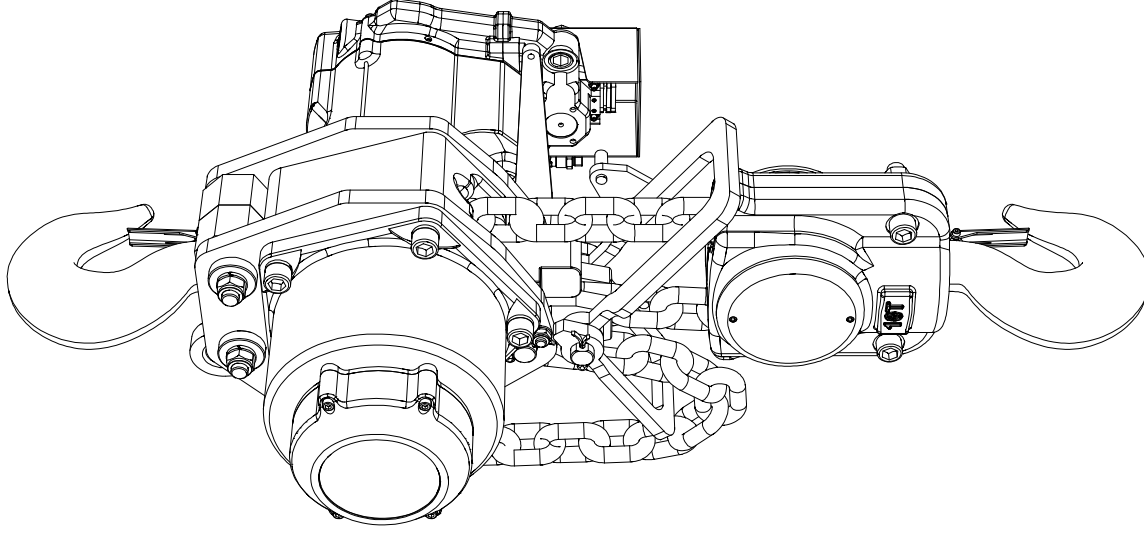
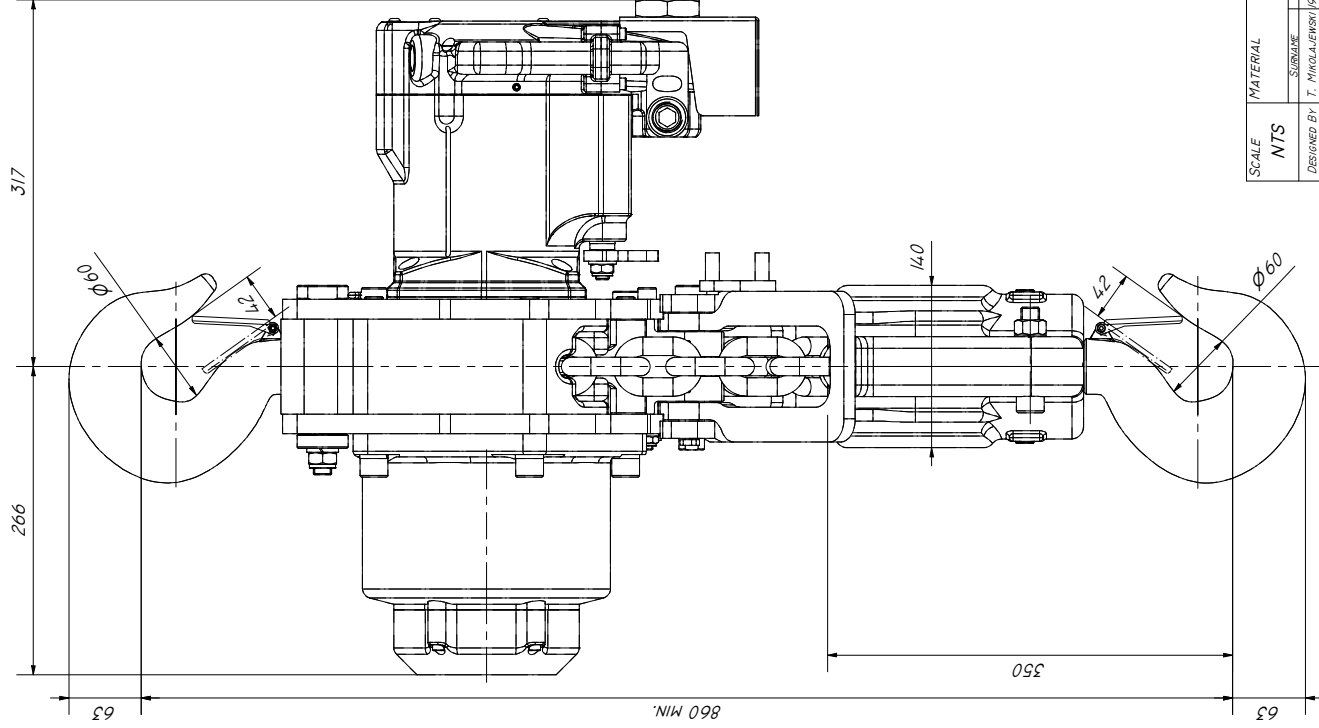
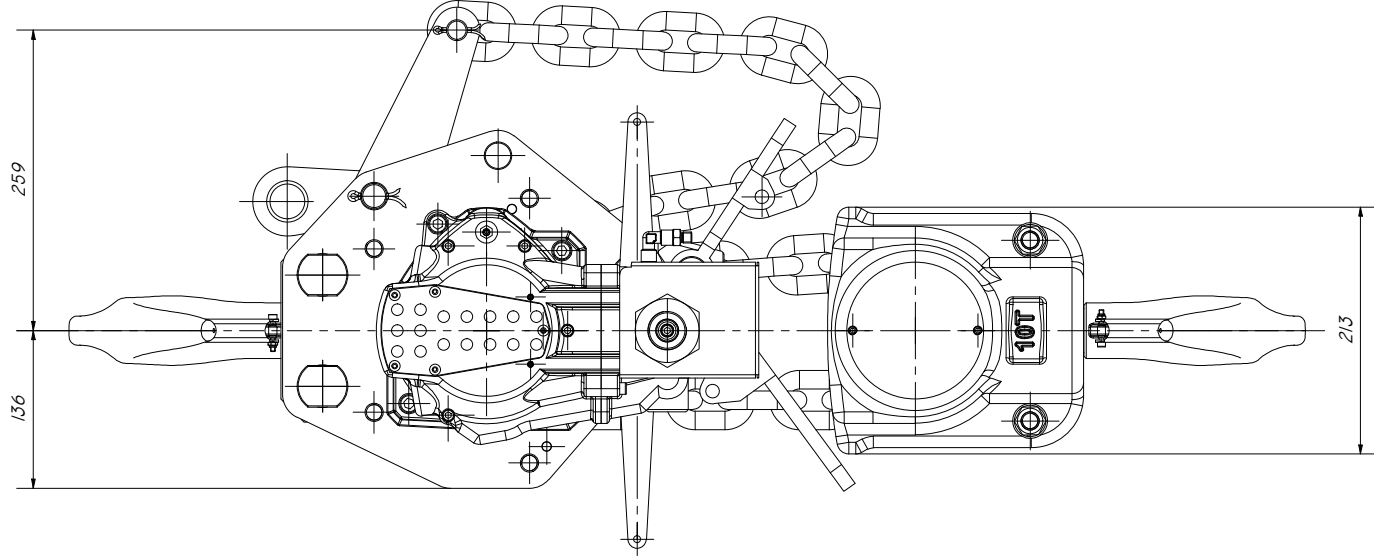
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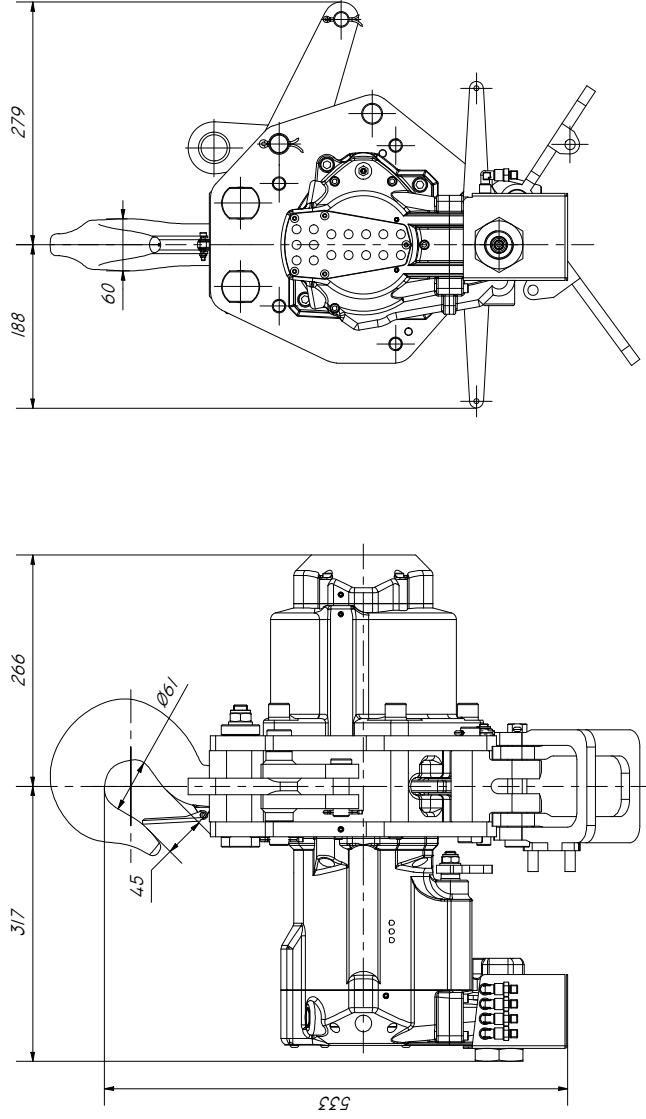
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DRAWINGS AND PARTS LISTS



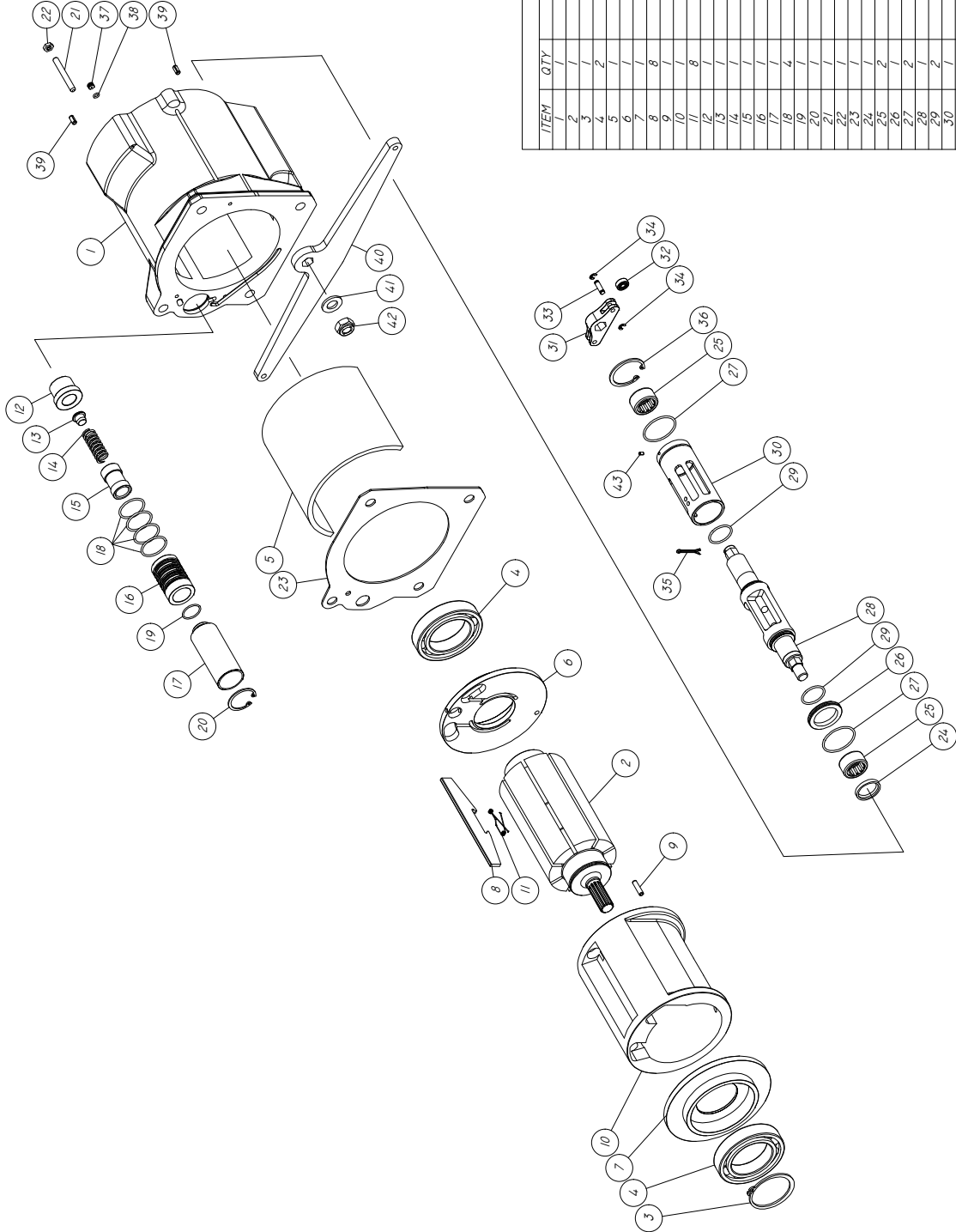
SCALE		MATERIAL		TITLE OF PART		GENERAL ASSEMBLY		PART NUMBER	
NTS								TMH-10TP2E	
DESIGNED BY		SIGNATURE		DATE		DATE		1 / 2	
DRAWN BY		T. MIKOLAJEWSKI		19/11/2020		24/11/2020		UNLESS OTHERWISE SPECIFIED	
CHECKED BY		W. MORRISON		25/11/2020		1		ALL DIMENSIONS ARE IN MILLIMETERS	
APPROVED BY		B. AITKEN		26/11/2020		200KG		TOLERANCES	
SHEET SIZE		TITLE OF PROJECT				REPLACES DRAWING		LINEAR	
A3		TMH10 - 10T 2F 4H				-		ANGULAR	
								UP TO 30° ± 0.1°	
								OVER 30° UP TO 60° ± 0.2°	
								OVER 60° UP TO 90° ± 0.5°	
								OVER 90° ± 0.5°	
								ANGULAR ± 0.5°	
								SURFACE ROUGHNESS N°	
								IF IN DOUBT ASK	



TMH-10 DU PARTS LIST				REV.
ITEM	QTY	PART NUMBER	DESCRIPTION	REV.
1	1	425828350	CHAIN GUIDE	
2	1	TMH-10 4M	AIR MOTOR	
3	1	TMH-10 GB	GEAR BOX	
4	1	425828N80	MIDDLE PLATE G	
5	1	4258 28M90	MIDDLE PLATE M	
6	1	TMH-10 CV	CONTROL VALVE	
7	2	131023005	O-RING S-7	
8	1	131010068	O-RING P-100	
9	1	4258 28A50	LOAD SHEAVE	
10	1	130104.004	BEARING 6003	
11	1	4258 28Q20	BEARING COVER	
12	3	426301L60	KNOCK PIN	
13	1	425806200	COUPLING	
14	1	130105005	BEARING 6015 DDU	
15	1	426303R40	CHAIN SEPARATOR	
16	1	426303X40	CHAIN SET PLATE	
17	5	131706140	HEXAGON SOCKET HEAD CAP SCREW M16X140	
18	5	131301006	SPRING WASHER M16	
19	2	132706006	HEX SOCKET SET SCREW M6X6	
20	1	426301X70	CHAIN END CONNECTOR	
21	1	425828N10	LIMIT LEVER U	
22	1	425828N20	LIMIT LEVER D	
23	1	426303Y60	CHAIN SET SPINDLE	
24	3	130708035	SPALT PIN 5X35	
25	2	426303X50	CHAIN SET PLATE SHAFT	
26	1	131703030	HEXAGON SOCKET HEAD CAP SCREW M10X130	
27	1	131607010	WASHER M10	
28	1	131607010	U NUT M10	
29	1	1345010180	CHAIN END PIN	
30	1	426701039	SPALT PIN X32	
31	1	425828S70	HOOK END PEE	
32	1	426303S21	HOOK	
33	2	131712060	HEX SOCKET HEAD CAP SCREW M12X60	
34	2	426303S50	WASHER	
35	2	426303X60	HANGER PIN	
36	2	131301016	SPRING WASHER M16	
37	2	134501016	U NUT M16	
38	1	420890130	HOOK SAFETY CLAW	
39	1	130802046	HOOK SPRING	
40	1	131704028	HEX SOCKET HEAD CAP SCREW M4X28	
41	1	134501004	U NUT M4	
42	4	131710025	HEXAGON SOCKET HEAD CAP SCREW M10X25	
43	1	PEB-01	PENDANT BRACKET (TMH-3000 & TMH-10)	0
44	4	K021.06-01NS	1/8" BSP MALE TO 6MM PUSH FIT ELBOW	
45	4	FEL02NP	1/8" FEMALE ELBOW	
46	4	100-0202	1/8" MALE TO 1/8" MALE NIPPLE	
47	1	426301U40	CHAIN SEPARATOR PIN	

SCALE	MATERIAL		TITLE OF PART		DRIVE UNIT		PART NUMBER	
NTS			(IN COMPLIANT)				TMH-10 DU 2 / 8	
DESIGNED BY	DATE		SIGNATURE		DATE		ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE SPECIFIED	
T. MYKALAJEWSKI	08/11/2020				23/11/2020		LINEAR UP TO 3 ± 0.05 OVER 3 TO 10 ± 0.1 OVER 10 TO 30 ± 0.2 OVER 30 TO 100 ± 0.3 OVER 100 ± 0.5 OVER 1000 ± 1	
DRAWN BY	DATE		SIGNATURE		REVISION		ANGULAR ± 0.5° SURFACE ROUGHNESS IF IN DOUBT ASK	
W. MORRISON	25/11/2020				1		177.7 AG	
CHECKED BY	DATE		SIGNATURE		REPLACES DRAWING			
B. AITKEN	27/11/2020				-		-	
APPROVED BY	TITLE OF PROJECT							
								
SHEET SIZE								
A3								

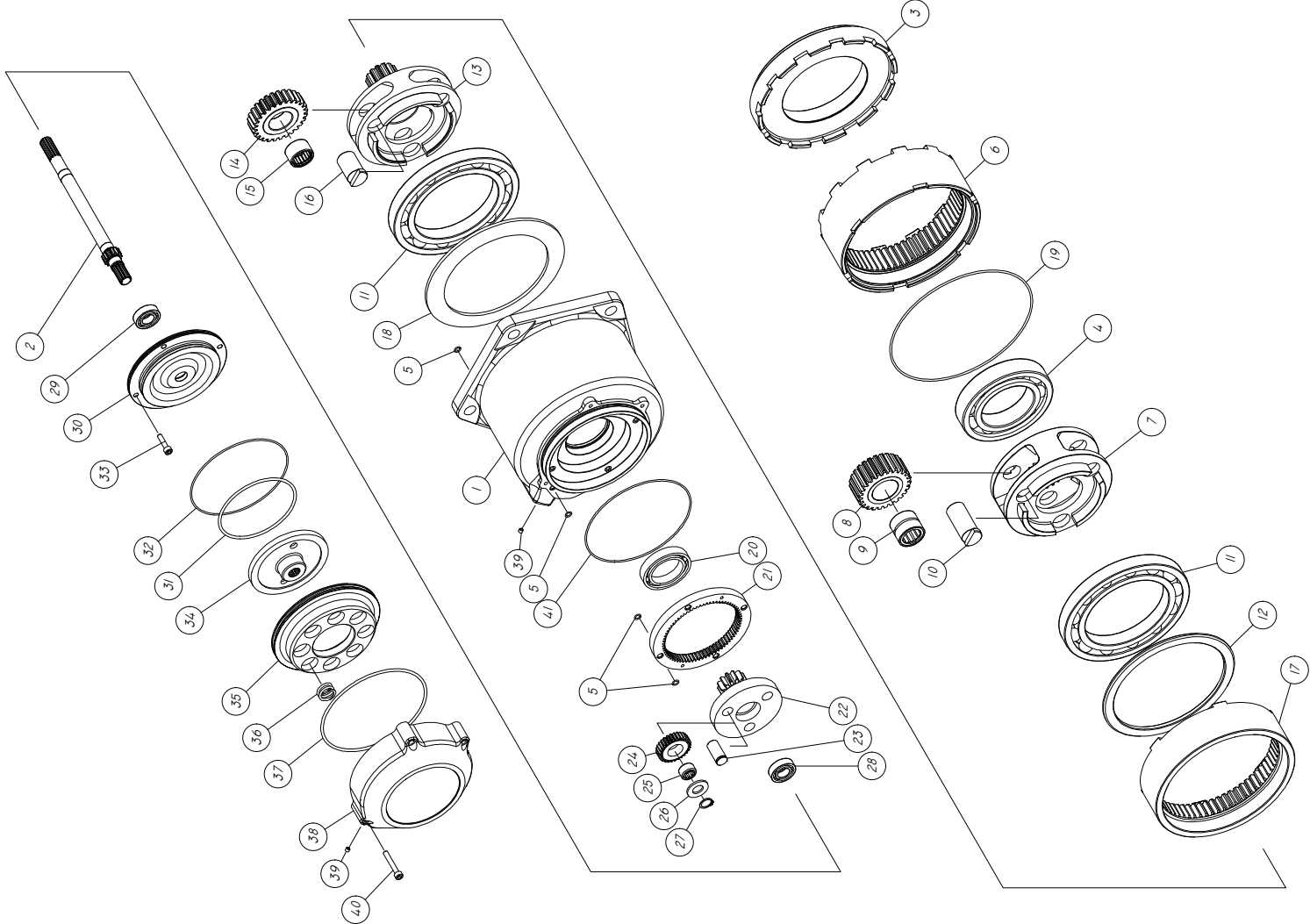
REVISION HISTORY		
REV.	DATE	APPROVED
0	19/11/2020	B. AITKEN



PARTS LIST			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	425806790	MOTOR CASE
2	1	425806750	MOTOR
3	1	130302050	RETAINING RING S-50
4	2	130106011	BEARING 6010
5	1	425806708	SILENCER M C/P
6	1	425806780	REAR PLATE
7	1	425806710	FRONT PLATE
8	8	137102033	LANE
9	1	136603020	SPRING PIN 5x20
10	1	425806750	CYLINDER
11	8	136802230	LIFT SPRING
12	1	425806760	LIMIT RETAINER B
13	1	425806790	SPRING SEPA
14	1	130802220	SPRING 13x07x2
15	1	425806710	LIMIT STOP
16	1	425806750	LIMIT SPRING
17	1	425806750	LIMIT RETAINER F
18	4	131030022	O-RING S-28
19	1	131030016	O-RING S-20
20	1	130301032	RETAINING RING H-32
21	1	132306050	HEX SOCKET HEAD CAP SCREW M6x50
22	1	134403106	HEX NUT M6
23	1	136102180	MOTOR GASKET
24	1	131216003	DUST SEAL OS22294
25	2	130132106	NEEDLE BEARING TA2215Z
26	1	425806790	LIMIT WASHER
27	2	131030029	O-RING S-36
28	1	425806760	LIMIT SHAFT
29	2	131030021	O-RING S-26
30	1	425806740	LIMIT SHAFT BUSHING
31	1	425806740	LIMIT LEVER
32	2	130103005	BEARING 6052Z
33	2	425806720	ROLLER SHAFT
34	4	130303004	RETAINING RING E-4
35	1	130702125	SPLIT PIN 2.5x25
36	1	130301040	RETAINING RING H-40
37	1	425806770	LIMIT PLUG
38	1	131030033	O-RING S-5
39	2	130605010	SPRING PIN 5x10
40	1	425806750	CORD LEVER
41	1	13107012	WASHER M12
42	1	134501012	U NUT M12
43	1	130603005	SPRING PIN 3x5

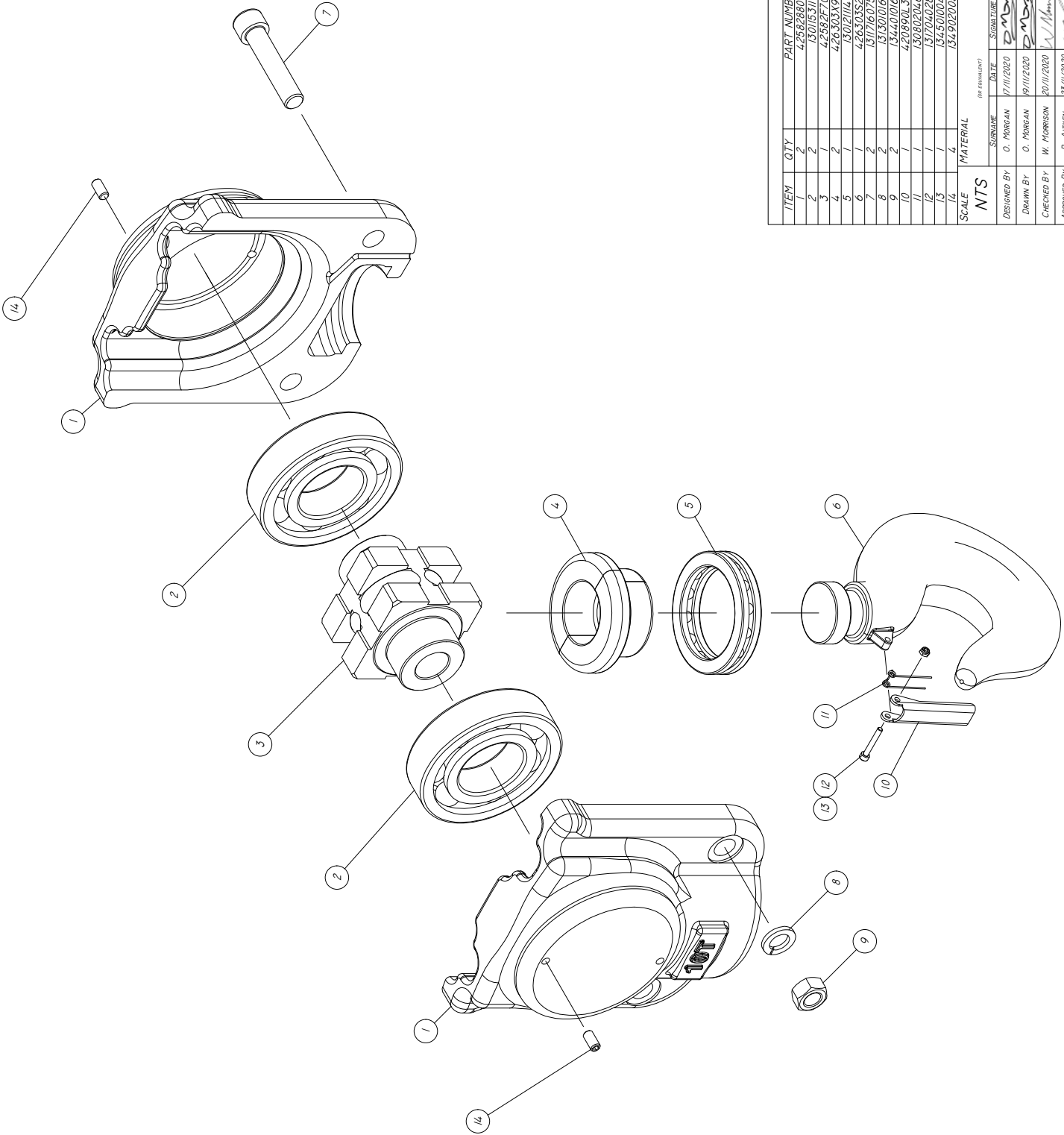
SCALE		TITLE OF PART		PART NUMBER	
NTS		AIR MOTOR		TMH-10 AM	
DESIGNED BY	SIGNATURE	DATE	SIGNATURE	1 / 1	
O. MORGAN		09/10/2020			
DRAWN BY	SIGNATURE	DATE	SIGNATURE		
O. MORGAN		19/11/2020			
CHECKED BY	SIGNATURE	DATE	SIGNATURE		
W. MORRISON		20/11/2020			
APPROVED BY	SIGNATURE	DATE	SIGNATURE		
B. AITKEN		23/11/2020			
SHEET SIZE	TITLE OF PROJECT				
A3					
REVISION HISTORY					
UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN MILLIMETERS					
TOLERANCES					
LINEAR					
DIM UP TO 30.0 ±0.1					
DIM 30.0 TO 100.0 ±0.15					
DIM 100.0 TO 300.0 ±0.2					
DIM OVER 300.0 ±0.3					
ANGULAR ±0.5°					
IF IN DOUBT, ASK					

REVISION HISTORY			
REV.	DATE	APPROVED	
0	19/11/2020	B. AITKEN	

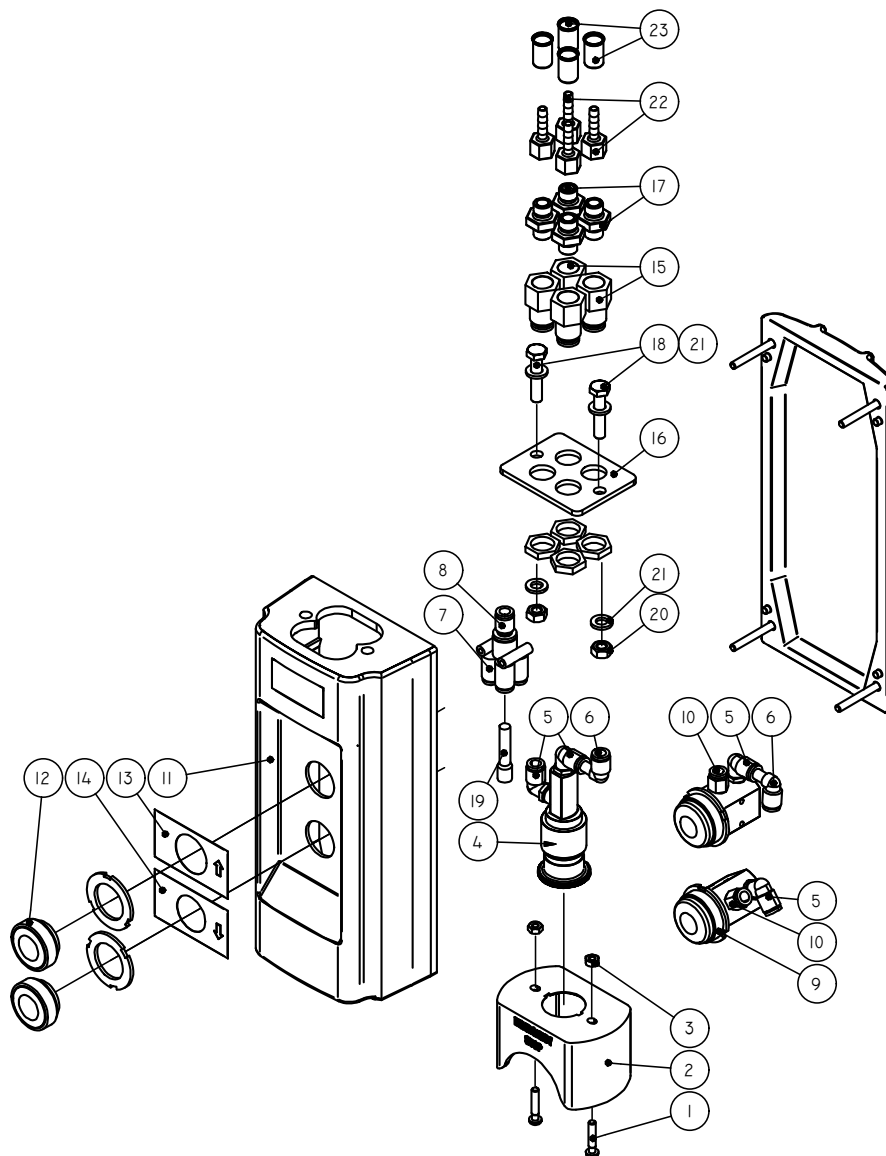


PARTS LIST			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	425828310	GEAR CASE
2	1	425828360	FIRST PINION
3	1	425801080	CHAIN GUIDE COVER
4	1	13015275	BEARING 6003 DDU
5	10	131060003	O-RING S-7
6	1	426501060	THIRD INTERNAL GEAR
7	1	426501060	CAGE
8	3	425828240	THIRD STAR GEAR
9	3	425828350	NEEDLE BEARING RN40904
10	3	425801060	THIRD IDLE GEAR SHAFT
11	2	13015275	BEARING 10024
12	1	425801060	INTERNAL GEAR SPACER
13	1	425801060	SECOND STAR GEAR
14	3	425828240	NEEDLE BEARING TA1512Z
15	3	13015275	SECOND IDLE GEAR SHAFT
16	3	425801060	SECOND INTERNAL GEAR
17	1	425801060	CONED DISK SPRING
18	1	425801060	O-RING ASS68-170
19	1	13117242	BEARING 6909
20	1	13013009	FIRST RING GEAR
21	1	425806410	SECOND PINION
22	1	425828240	FIRST PIN
23	3	425806480	FIRST STAR GEAR
24	3	425806410	NEEDLE BEARING TA1512Z
25	3	130131513	WASHER M14
26	3	131307014	RETAINING RING S-15
27	3	130132015	BEARING 6003
28	1	130104004	BEARING 6003ZZ
29	1	130106004	BRAKE PLATE
30	1	425806900	O-RING AS568-242
31	1	13117242	O-RING S-135
32	1	13103063	HEX SOCKET HEAD CAP SCREW M6x25
33	4	131706025	BRAKE PISTON
34	1	425806430	SPRING 20.5X21.9X2.9
35	1	425806400	O-RING AS568-255
36	8	130802229	BRAKE COVER
37	1	13117255	HEX SOCKET SET SCREW M5X5
38	1	425806410	HEX SOCKET HEAD CAP SCREW M6x40
39	2	132105005	O-RING S-145
40	4	131706040	
41	1	13103065	
SCALE NTS			
DESIGNED BY O. MORGAN			
DRAWN BY O. MORGAN			
CHECKED BY W. MORRISON			
APPROVED BY B. AITKEN			
SHEET SIZE A3			
TITLE OF PART GEAR BOX			
PART NUMBER TMH-10 GB			
DATE 19/11/2020			
REVISION WEIGHT 0 41.7 KG			
REPLACES DRAWING -			
PROFILE NUMBER -			
UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS ARE IN MILLIMETERS			
TOLERANCES			
LINEAR			
DIMENSIONS UP TO 30.0			
DIMENSIONS 30.0 TO 100.0			
DIMENSIONS 100.0 TO 300.0			
DIMENSIONS 300.0 TO 1000.0			
ANGULAR ± 0.5°			
SURFACE ROUGHNESS			
IF IN DOUBT ASK			

REVISION HISTORY		
REV.	DATE	APPROVED
0	24/11/2020	B. AITKEN

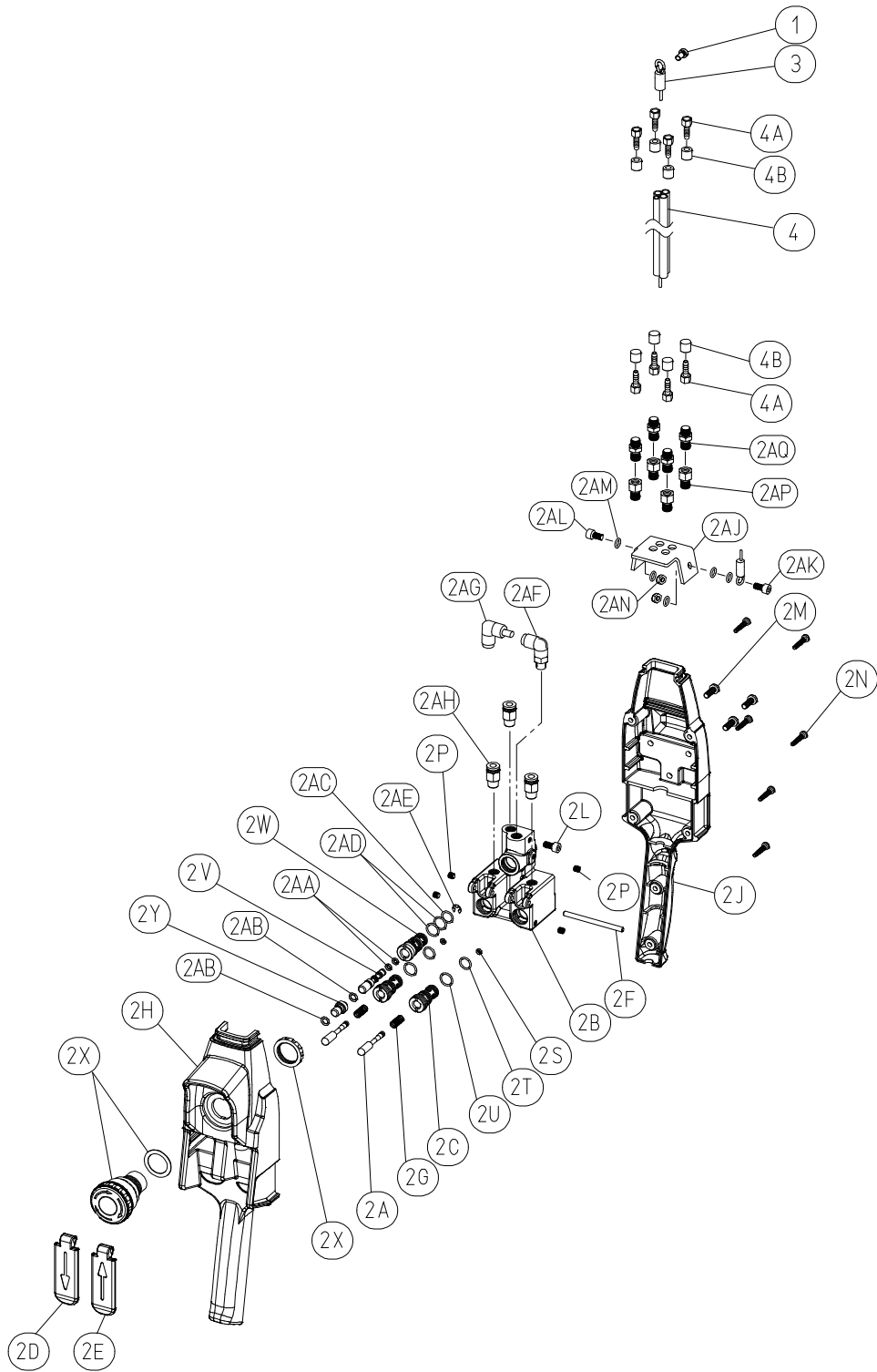


PARTS LIST			REV.	
ITEM	QTY	PART NUMBER	DESCRIPTION	REV.
1	2	425828800	UNDER HOOK HOLDER	
2	2	130165311	BEARING 6310DDU	
3	1	425828770	FREE CHAIN WHEEL	
4	2	426303X90	HOOK THRUST RING	
5	1	130121114	THRUST BEARING 511/4	
6	1	426303S21	HOOK	
7	2	131176075	HEX SOCKET HEAD CAP SCREW M16X75	
8	2	131301016	SPRING WASHER M16	
9	2	134401016	HEX NUT M16	
10	1	420890L30	HOOK SAFETY CLAW	
11	1	130802046	HOOK SPRING	
12	1	131704028	HEX SOCKET HEAD CAP SCREW M4X28	
13	1	134501004	U NUT M4	
14	4	134902005	HEX PLUG R1/16	
SCALE			TITLE OF PART	
NTS			BOTTOM BLOCK	
SIGNATURE (OR INITIALS)			DATE	
O. MORGAN			17/11/2020	
O. MORGAN			19/11/2020	
W. MORRISON			20/11/2020	
B. AITKEN			23/11/2020	
SHEET SIZE			TITLE OF PROJECT	
A3			RED ROOSTER LIFTING	
			19/11/2020	
			REVISION WEIGHT	
			0 29.0 KG	
			REPLACES DRAWING	
			-	
			PROFILE NUMBER	
			-	
			PART NUMBER	
			TMH-10 BB	
			1 / 1	
			UNLESS OTHERWISE SPECIFIED	
			ALL DIMENSIONS IN MILLIMETERS	
			TOLERANCES	
			LINEAR	
			DIM UP TO 300.0	
			DIM 300.0 TO 500.0	
			DIM 500.0 TO 1000.0	
			DIM OVER 1000.0	
			ANGULAR ± 0.5°	
			SURFACE ROUGHNESS	
			IF IN DOUBT ASK	



Pendant - VTP2M

Fig. No.	Part Number	Part Name	Parts Per Hoist
1	105P	M4 X 20 CHEESE HEAD SCREW	2
2	E/STOP/GUARD01	YELLOW E-STOP GUARD	1
3	113/1P	M4 NYLOCK NUT	2
4	BIK3206P-BS54	EMERGENCY STOP BUTTON	1
5	304P	8mm TO 6mm BANJO	4
6	P118	90° ELBOW 6mm	2
7	P112	4 WAY JUNCTION	1
8	301P	8mm TO 6mm REDUCER	1
9	BIK-3209-P-VALVE	PENDANT VALVE	2
10	P087	1/8" TO 6mm PUSHFIT	2
11	TP/HOUS/M	2 STATION MACHINED PENDANT	1
12	BIK-3209-294-B-COVER	COVER FOR BIK VALVES	2
13	XAC-B-LEGEND-UP	UP LEGEND	1
14	XAC-B-LEGEND-DOWN	DOWN LEGEND	1
15	P245	1/8" TO 6mm BULKHEAD AND NUT	4
16	DRG 2652-01	PLATE	1
17	P071/1	1/8" BSP NIPPLE C/W CONE	4
18	112P	M6 x 20 HEX BOLT	2
19	P117	8mm BLANKING PLUG	1
20	139P	M6 NYLOCK NUT	2
21	145P	M6 WASHER	2
22	P016/1	1/8" BSP SWIVEL TO 1/4" HOSE TAIL	4
23	P002/1	1/4" HOSE FURRULE	4





RED ROOSTER LIFTING

Pendant - VRD-2R

Fig. No.	Part Number	Part Name	Parts Per Hoist
1	131705008	HEX. SOCKET HEAD CAP SCREW M5X8	1
2	420228VRD	PENDANT VALVE ASSEMBLY	1
2A	420218VB0	THROTTLE VALVE	2
2B	420228VR0	VALVE BODY	1
2C	420218VF0	BUSHING	2
2D	420223W40	LEVER D	1
2E	420223W30	LEVER U	1
2F	130402053	LEVER PIN	1
2G	130802220	SPRING 6X14X0.6	2
2H	420228W50	FRONT CASE	1
2J	420228W60	REAR CASE	1
2L	131705010	HEX. SOCKET HEAD CAP SCREW M5X10	1
2M	132405014	PHILLIPS PAN HEAD MACHINE SCREW M5X14	3
2N	132904220	PHILLIPS PAN HEAD SELF-TAPPING SCREW 4X20	6
2P	132105005	HEX. SOCKET SET SCREW M5X5	4
2S	131109001	O-RING S-3 (HS90)	2
2T	131103008	O-RING S-10	2
2U	131103009	O-RING S-11.2	2
2V	420224V61	EMERGENCY STOP VALVE	1
2W	420228V50	EMERGENCY STOP BUSHING	1
2X	136690503	EMERGENCY STOP BUTTON	1
2Y	420228W00	PUSH ROD	1
2AA	131103002	O-RING S-5	2
2AB	131103004	O-RING S-6	2
2AC	131103008	O-RING S-10	1
2AD	131103009	O-RING S-11.2	2
2AE	130303004	RETAINING RING E-4	1
2AF	304P	1/8 BSP TO 6MM PUSH FIT ELBOW	1
2AG	P118	6MM PLUG IN ELBOW	1
2AH	P087	1/8 BSP TO 6MM PUSH FIT	3
2AJ	DRG-SI10394-T2	2 STATION PENDANT BRACKET	1
2AK	113/1	HEX. SOCKET HEAD CAP SCREW M6X16	1
2AL	113P	HEX. SOCKET HEAD CAP SCREW M6X20	1
2AM	145P	FLAT WASHER M6	5
2AN	139P	NYLOC NUT M6	2
2AP	P245	6MM TO 1/8 BSP BULKHEAD ADAPTOR	4
2AQ	P071/1	1/8 BSP HEX NIPPLE C/W 60° CONE	4
3	426230F1B	STRAINER WIRE	1
4	1/4-HOSE	1/4 ANTI-STATIC RUBBER HOSE	4
4A	P016/1	1/8 BSP TO 1/8 HOSETAIL SWIVEL	8
4B	P002/1	1/4 HOSE FERRULE	8



ACCESSORIES



ACCESSORIES

MAINS EMERGENCY STOP VALVES

The TMH hoist is fitted with an internal mains emergency stop pendant. The cord control version of this hoist does not have this facility.

DUMP VALVES

On hoists fitted with 1/4" air hose in place of tubes, dump valves are fitted to the control lines to reduce operating delays.

Valve model: DV/0.25

FILTER SILENCING - TYPE AMC

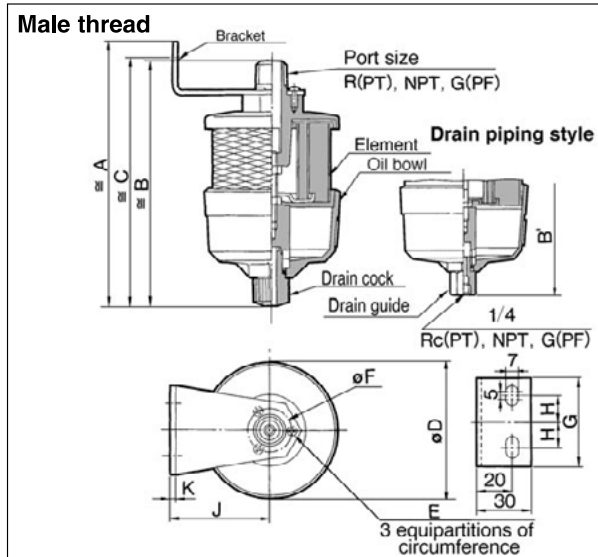
This ensures clean plant air and reduces noise levels.

In areas where you do not want the exhaust air / oil to go freely into the atmosphere we can either pipe the exhaust air away to another room, fit a filter silencer unit, or a combination of both using the exhaust pipe with a filter silencer on the end of the hose.

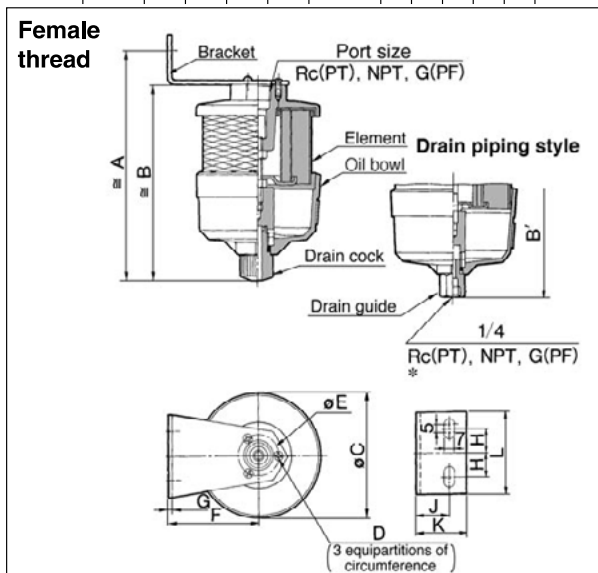
- ▷ The filter removes 99.9% of oil from the exhaust air.
- ▷ The noise level is also reduced by the silencer and also with the exhaust noise.
- ▷ Temperature range 5°C to 60°C.
- ▷ The exhaust hose and filter should be at least one size larger than the incoming air supply hose.
- ▷ The exhaust cleaner must be mounted vertically.
- ▷ If the oil drop level decreases or after a period of 1 year the filter element.

AMC

Construction/Dimensions



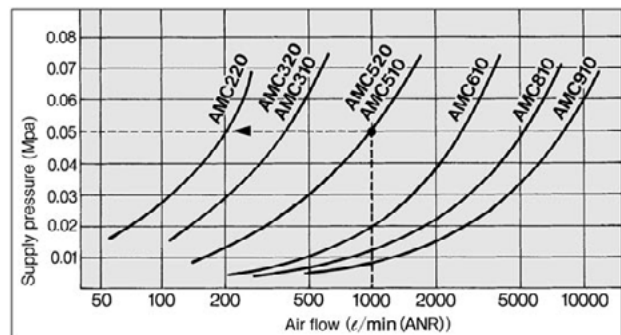
Model	Port size	A	B	C	D	Mounting bracket							Drain piping
						E	F	G	H	J	K	B'	
AMC310	3/8	150.5	138.5	140.5	75	M3 Depth	24	50	15	55	2.3	141.5	
AMC510	3/4	203.5	196.5	193.5	102	M4 Depth	40	70	20	70	3.2	199.5	
AMC610	1	229.5	224.5	219.5	118	M4 Depth	48	70	20	80	3.2	227.5	
AMC810	1 1/2	—	270	—	135	—	—	—	—	—	—	273	
AMC910	2	—	327	—	153	—	—	—	—	—	—	330	



Model	Port size	A	B	C	D	Mounting bracket							Drain piping
						E	F	G	H	J	K	L	
AMC220	1/4	100	88	56	M3 Depth	22	40	2.3	15	12	20	50	73"
AMC320	1/4, 3/8	140.5	120.5	75	M3 Depth	24	55	2.3	15	20	30	50	123.5
AMC520	1/2, 3/4	193.5	173.5	102	M4 Depth	40	70	3.2	20	20	30	70	176.5

* On the AMC220, an R(PT)1/4 fitting can be attached by removing the drain cock.

Flow Characteristics



How to view the diagram: If the AMC510 is operated at a flow volume of 1000 l/min (ANR), the supply pressure will be 0.05MPa.

⚠️ Precautions

Design

⚠️ Warning

- The exhaust port could become blocked by the clogging of the exhaust cleaner. Therefore, make sure to provide a safe design so as not to cause the whole system to malfunction.

⚠️ Caution

- If this will be used with a centralized piping system, calculate the **peak** maximum air consumption by including the actuators that operate simultaneously and the capacity of the piping that is connected. Then, select a model so that the calculated value will be less than the maximum flow volume of the **exhaust cleaner**. (Select a style with ample capacity because the exhaust speed will decrease when the **element** becomes clogged.)
- The silencing effect could vary depending on the pneumatic circuit or the pressure that is used.
- Operate at a back pressure (Supply pressure) of 0.1MPa or less.
- The attached bracket is for supporting the exhaust cleaner body. Thus, it cannot support the piping or other items. If these items need to be supported, provide an additional support.

Mounting

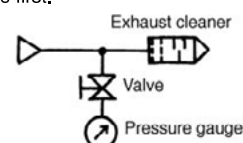
⚠️ Caution

- An exhaust cleaner must be mounted vertically. If it is mounted diagonally, laterally, or inverted, the oil that is separated by the element will splash on the surroundings.

Maintenance

⚠️ Caution

- If the exhaust speed drops and the system performance decreases due to clogging, replace with a new element. Make sure to verify the operating condition of the actuator at least once a day.
- The replacement interval for the element is before the internal pressure during exhaust reaches 0.1MPa or after 1 year of operation, whichever comes first.



- Provide a branch on the supply side of the exhaust cleaner to mount a valve and a pressure gauge.
- During inspection, open the valve and check the pressure at the time of exhaust discharge. (The **valve** must remain closed except for inspection. The pressure gauge could break if the valve remains open.)

AIR SERVICE EQUIPMENT

An air set should be used with all Red Rooster hoists and trolleys.

AIR SERVICE UNITS:

The correct size of air service unit for each hoist type is stated in the table on page 4. The air service unit must be installed with the lubricator unit down line from the filter unit. The unit should be installed at the hoist inlet port or within eight metres of inlet port. (Siting the unit further away or well below the hoist will result in lubricant being deposited on the internal walls of the supply line and hence it will be necessary to increase the lubricant rate above the levels specified (see section 1.2) to ensure adequate lubrication of the hoist. The ambient temperature range is -5°C to +60°C (with no freezing).

FILTER UNIT (WATER TRAP)

Manual drain units

As the name implies, these units must be drained by the operator as the filter bowl becomes full of water. The frequency of draining is entirely dependent upon the usage of the hoist and the moisture level of the air supply. ⚠ **CAUTION**

In clean environments e.g. laboratories, paint spray booths, manual drain filters are essential to prevent contamination.

Automatic drain units

These units are automatically self-purging. When the filter bowl is full it will automatically drain itself. Although very convenient to the user, the unit must be sited such that either the purged water is captured by a tray or it purges into an area away from personnel, equipment (particularly electrical equipment) and goods. If contamination from purged water is not a problem then automatic drain units should be selected.

Failure to fit and drain the filter will result in excessive moisture being carried into the hoist valve, motor and brake actuator resulting in internal corrosion and premature failure. ⚠ **DANGER**

LUBRICATOR UNIT

There are two types of lubricator available.

Oil mist lubricator

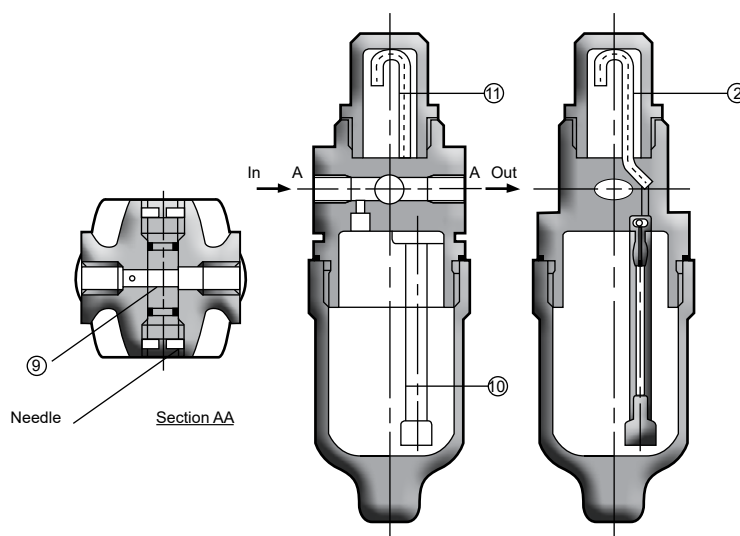
The preferred type, and essential where the lubricator must be sited some distance from the hoist. The unit produces atomised oil particles which remain in suspension in the air longer.

Droplet Lubricator

Due to the larger particle size of the droplets, these may only be used where the lubricator is close to the coupled hoist.

Failure to fit a lubricator and maintain the correct oil flow will result in rapid wear of the rotor vanes within the motor, excessive heat generation and failure of the air motor within a very short period. ⚠ **DANGER**
Keep the lubricator topped up with a light turbine oil. ⚠ **DANGER**

WORKING PRINCIPLE AND ADJUSTMENT



A portion of the air introduced from the IN side pressurises the lubricant inside the bowl. The remainder of the air passes through the needles (9), and flows to the OUT side. The pressure differential between the inside of the bowl and the inside of the sight dome (2), causes the lubricant inside the bowl into the oil passage (10). The lubricant drips from the dripping tube (11), and lubricate the OUT side. The amount of lubricant is adjusted by the needle (9), on the front face. Turning the needle clockwise increases the amount of lubricant, and turning it counter clockwise until fully opened shuts off the lubricant. The needle on the side that is not used should be left fully opened.



AIR SERVICE EQUIPMENT

REGULATOR UNIT

Most compressors are supplied with a regulator on the output. However, where a number of different pneumatic tools are supplied from the same compressor it is good practice to maintain the supply line or remain at a higher pressure and to fit a regulator to the supply at each tool.

The operating pressures stated for the air hoist are the pressures required at the hoist inlet manifold. Subject to the type of airline, a pressure drop in the line between 0.1 and 0.35 bar (2 and 5 p.s.i) per 10 metres of line should be anticipated (as a result of the frictional resistance of the walls).

MOUNTING / ADJUSTMENT - WARNING

1. Set the regulator while verifying the displayed values of the inlet and outlet pressure gauges. Turning the regulator knob excessively can cause damage to the internal parts.
2. Do not use tools on the pressure regulator knob as this may cause damage. It must be operated manually.

MOUNTING / ADJUSTMENT - CAUTION

1. Be sure to unlock the knob before adjusting the pressure and lock it after setting the pressure. Failure to follow this procedure can cause damage to the knob and the outlet pressure may fluctuate.
 - ▶ Pull the pressure regulator knob up to unlock. (You can visually verify this with the 'orange mark' that appears in the gap.)
 - ▶ Push the pressure regulator knob down to lock. When the knob is not easily locked, turn it left and right a little and then push it. (When the knob is locked, the 'orange mark', i.e. the gap will disappear.)
2. Pulsation will generate when the difference between the inlet and the outlet pressure is large. In this case, reduce the pressure difference between the inlet and the outlet. Please consult with SMC if pulsation problem is not resolved.
3. When the bowl is installed, install them so that the lock button lines up to the groove of the front (or the back) of the body to avoid dropping or damage of the bowl.

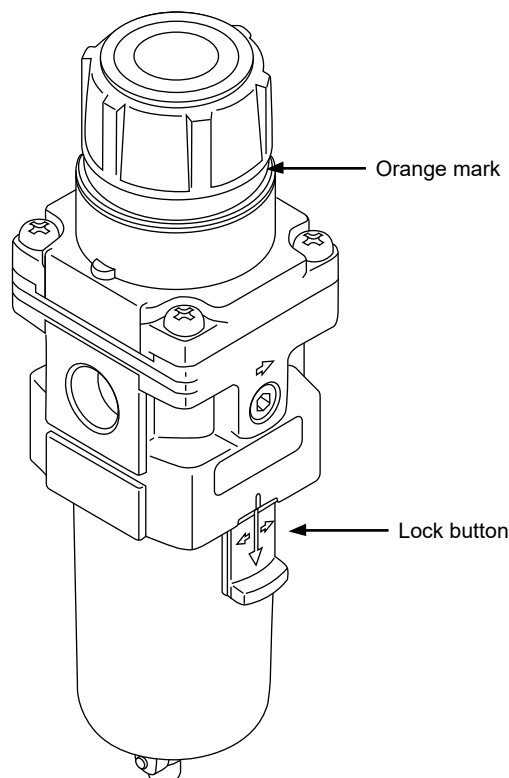


Image for illustration purposes only



LOG BOOK



PNEUMATIC HOIST AND TROLLEY INSPECTION REQUIREMENTS

Pneumatic hoists, trolleys and overhead cranes should be inspected as specified in the 'Supply of Machinery (Safety) Regulations 2008 and The Provision of Use of Powered Machinery (PUWER) S12306 sections 5 & 6 and the results recorded in the log book.

External inspection by a competent person every 12 months or as per the examination scheme. The Lifting Operations and Lifting Equipment Regulations S12306 - 1998.

DAILY OR SHIFT INSPECTION

At the same time each day at the start of each working day of shift operator should carry out a basic inspection of the equipment, its operation and lubrication as required.

MONTHLY OR 3 MONTHLY CHECKS

Depending on the frequency of use and the working conditions, inspection and maintenance should be done at suitable intervals to ensure any deterioration of the equipment will be detected and remedied in good time.

ANNUAL INSPECTION

A competent person with the requisite knowledge of the equipment should carry out a full inspection of powered lifting equipment every 12 months or after any exceptional circumstances which could jeopardize the safety of the lifting equipment. A report should be issued and sent to the customer / employer.

DAILY HOIST AND TROLLEY INSPECTION REQUIREMENTS

The items listed below are intended as a guide for performing daily visual inspections of the components that have a direct bearing on the safety of the hoist and or trolley where the status may change with day to day use. The equipment items listed below do not necessarily need to be restricted to these items, but they should form the basis of the inspection.

OPERATING CONTROLS:	Check for malfunction, excessive wear, broken or damaged components and control function labels.
HOIST CHAIN:	Check chain lubrication, twisted chains (multi fall blocks).
AIR SET:	Check oil level indicator.
SAFETY CATCHES:	Check operation and for damage.
NOISE / OPERATION:	Check for any unusual noise and speeds during function tests.
HOIST OPERATION:	Check the hoist starts and stops quickly.

EXTRA CHECKS FOR TROLLEY

OPERATION:	Check movement and control of the trolley (no load).
TROLLEY MOVEMENT:	Check the trolley moves smoothly along the beam.

CHECKS ON UK Ex / ATEX EQUIPMENT

In addition to the standard checks UK Ex / ATEX hoists and trolleys should also have the following checks carried out:

Check the Bronze, Copper or Zinc coating of the hook is not damaged or worn (or the bottom block for IIC/IIIC equipment).
 Check safety catches.
 Check the UK Ex / ATEX rating on the nameplate is still legible.
 Check the rubber buffers or limits on the trolley are in good condition.
 Check the condition of the Bronze trolley wheels.
 Check the condition and setting of the anti-tip rollers.
 Check air supply lines and control lines for fitting, wear or damage.
 Check load chain for excessive corrosion.
 Check hoist body for excessive corrosion.

**PNEUMATIC HOIST AND TROLLEY MAINTENANCE REQUIREMENTS**

TO BE CARRIED OUT MONTHLY OR THREE MONTHLY DEPENDING ON THE HOIST WORKING CONDITIONS

DAMAGE:	External inspection of hoist for damage or wear.
HOIST CHAIN:	Check chain lubrication, twisted chains (multi fall blocks) and excessive wear or damaged chain links. (Light mineral oil).
HOOKS:	Check hooks swivel, hook opening and safety catch.
AIR SET:	Check and fill up lubricator bowl and adjust drop rate as required.
FITTINGS/HOSES:	Check all air-line fitting are secure and there are no air leaks.
BOLTS:	Check security of bolts, chain collector and chain anchor.
AIR MOTOR:	Check air motor and silencers - replace as required.
OPERATION:	Function test hoists running speed and control operation without load and then check lifting a load of around 50% of SWL to check brake operation and controls when loaded.
LIMIT SWITCHES:	Check operation of upper and lower limits at slow speed.

EXTRA CHECKS FOR TROLLEY

RUNWAY BEAM:	Check the beam is smooth and flat without obstruction and that the end stops are in place and secure.
DIVE PINION:	Check drive pinion and wheels are fitting correctly and not worn, grease if required.
ADJUSTMENT:	Check flange adjustment, anti tilt roller setting, load bar nuts - adjust or tighten if required,
AIR LINES:	Check security of control lines and supply hoses and fittings.
OPERATION:	Function test over the complete range of travel.
SUPPLY HOSES:	Check air lines are supported and the weight is not hanging from the air set.
TROLLEY CHAIN:	Check geared trolley hand chain and drive.

When detecting any abnormality during inspection due to erroneous use, instruct the operator and user for correct use of the chain hoist.

LOG BOOK



RED ROOSTER LIFTING

[illegible]

LOG BOOK



MAINTENANCE CHECKS

TO BE CARRIED OUT MONTHLY IN PRODUCTION OPERATIONS WHERE HEAVILY USED OR IN HARSH WORKING CONDITIONS.
TO BE CARRIED OUT THREE MONTHLY WHEN THE HOIST IS ONLY USED OCCASIONALLY.

PLEASE CONTACT RED ROOSTER TO CONFIRM IF MONTHLY OR THREE MONTHLY MAINTENANCE CHECKS ARE REQUIRED IF YOU ARE NOT SURE.

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RED ROOSTER
LIFTING

Head Office:
Nauta House
The Meadows

Oldmeldrum
Aberdeenshire, AB51 0EZ

T: +44 (0) 1651 872101
E: sales@redroosterlifting.com
W: www.redroosterlifting.com

Depot:
Unit 26
Kelvin Way Trading Estate

Kelvin Way
West Bromwich, B70 7TW

T: +44 (0) 121 525 4162