



# UPDATE



Winter, 1992-1993

## 1992 P&H USER MEETING ANOTHER SUCCESSFUL EVENT

The 1992 Portal Crane User Meeting was held in Milwaukee on September 9, 10 and 11 and was attended by over 45, including P&H service, parts and sales personnel. Fifteen crane owners were represented from nine forest products companies, including three KRANCO portal crane owners. For the first time, non P&H portal crane owners were invited to the meeting which turned out to be very beneficial to the entire group. A special session was held to discuss how P&H ProCare services can meet the long term product support needs of KRANCO and other non P&H crane owners.

Following a Wednesday evening reception, the Thursday morning session began with introductions, followed by video reviews of everyone's woodyards. Most of the remaining time was spent in roundtable discussions on a wide range of topics. The Thursday afternoon factory tour was of interest to all and was followed by a social hour. The Friday morning session focused on Product Support issues plus follow up on unresolved topics from the previous day.

A summary of topics and user comments follows:

- Federal Paper Board, Augusta, Georgia reported 8-10 month rope life using PFV ropes. They have their elevator serviced by Alimak every three months, and can change their hoist ropes in 6 to 8 hours using four men. The P&H crane was reported to be the "best piece of equipment in the woodyard"
- Stone Container, Hodge, Louisiana, reported 95 percent uptime following changes and improvements to resolve start up problems.
- Georgia Pacific, Woodland, Maine reported handling 180 to 200 trucks per day with two bites per truck. They store 25,000 cords on their 1,000 foot runway. Uptime is 97 percent, including PM. Operators work two 12 hour shifts, seven days per week, 3 on - 3 off.
- Frank Kemp responded to questions about TV picture quality by recommending that the coax cable be grounded only at one end and to also use an RF coax line filter.

- Chuck Stoneman recommended the use of grapple chains for better load control.
- Westvaco, Wickliffe, Kentucky, added a "funnel" to the top of their Mexican hat cable guide for improved performance and reliability.
- Ted Volmar made a presentation on SBE brake maintenance using an actual brake assembly. Gantry brakes should have a 10 second delay timer with manual override for spotting in windy conditions.

During a discussion on PM plans, the following statements were made:

- Westvaco 4-8 hours/week plus 12 hr each month by P&H ProCare: 97 percent uptime.
- P&G Oil Analysis - Biweekly schedule: operators fill out trouble sheets.
- S.D. Warren 8 hours on Mondays/four men: 98 percent uptime: grease grapple once/wk. with Tribol 77: 6 month P&H inspections.
- Federal - weekly PM on Mondays: quarterly P&H ProCare inspections.
- The discussion regarding product support revealed general satisfaction with parts and service responsiveness. P&H efforts to improve product support were noted and appreciated
- Several cable reel mounting bolts have reportedly come loose. Check often or replace with larger bolts or weld in place to prevent cable reel damage.
- Many crane owners have replaced their trolley rails with Gantrex clips and pad mounting and thermite welded joints. All report excellent results.

In summary, the 1992 meeting was beneficial to all who attended. Despite travel restrictions on many mills, attendance grew once again. We expect an even larger turnout in 1993, and hope that you will join us then.

## Hoist Brakes

By Frank Kemp, Portal Crane Specialist

The hoist brake is one of the most important parts of your hoist system, both from a functional and safety viewpoint. It is also one of the hardest worked items and probably the most abused on the crane. It should be on top of the list for regular inspection. The brake is self adjusting and should not require adjustment, except when changing out brake shoes. Information on this is in our maintenance bulletin.

Due to the severe duty, the hoist brake drum (or wheel) is subject to extreme heat, which can lead to cracks, crazing and wear, to such an extent that the drum needs changing out. The majority of brake drums are fitted with taper shafts, which greatly simplifies the change out procedure.

Before removing the drum, the brake must be removed from its mounting. It is most important that this be rigged as per the instructions in the service bulletin, i.e. the main pick point is around the "ears" on the coil housing, also it is suggested that a come along be used from this pick point to the other end of the brake, which will assist in leveling the brake for removal. *Under no circumstances lift from the brake rod.*

To remove the drum:

- Remove holding nut and washer
- Heat drum slightly.
- Place heavy duty puller over drum, use with 25 ton Portapower.

Chain or otherwise secure puller to trolley frame. This is essential for safety reasons, as when the drum releases from the taper fit, it can jump several feet.

Apply pressure with Portapower. If after running jack up to full capacity the drum does not move, take a sledge hammer and hit the end of the puller and jack assembly. In most cases this jarring action will be sufficient to break the drum free from the shaft. *Great care must be exercised during this procedure to ensure that all personnel keep clear of the drum, puller and jack.* Once the drum has been removed, clean up taper shaft.

To Reinstall the Drum:

- Slightly heat the new drum, fit over taper shaft and secure with nut and locking washer or use our new Supernut locking device.
- Where the drum does not have a taper shaft but a parallel shaft, in most cases, the drum will have to be cut off.

- Follow the maintenance instructions in the P&H service manual to assure longest brake service life and maximum performance.

## Think P&H For all Your Portal Crane Parts

It's the "after sale" support that many P&H Portal Crane owners continue to cite as a major advantage of dealing with Harnischfeger - the industry leader. During tough economic times many manufacturers were forced to make cutbacks in their product support capabilities, parts, service and technical support. Harnischfeger's exceptionally strong financial position has enabled us to actually increase our aftermarket capabilities. Whether it's the addition of field servicemen through our ProCare service organization or an increase in portal parts inventory to maximize your crane availability. Harnischfeger continues to make a commitment. Many customers are unaware that our company has the capability to service and provide parts for all makes of portal cranes, Kranco, Manitowoc, Ederer and Paceco. In this "tight" economy many customers believe that the parts and service support from these companies continues to decline. There's a simple answer to the problem - **think P&H**. We can supply parts for all makes of cranes at both competitive prices and delivery. Give us a call next time you're ready to order parts for your non P&H cranes - we believe you will be pleasantly surprised. Contact (800) 633-1136 for additional information.

## Gantry Brake Contactors

On P&H Smartorque controlled cranes, we have found that replacing the 2 pole, 30 amp AC brake contactor (479U78D2) with a 4 pole, 40 amp contactor (479U99D2) greatly improves the contactor life. Simply put three sets of the contacts in series on the DC side (BR) instead of one set of contacts.

## Smartorque Controls

Our Service Department reports that "you should always change the base driver board when power transistors blow". Most reported failures are the result of loose connections, so we highly recommend routine checking of connections.

## Lubrication

One gear manufacturer has reported that using Mobil 630 synthetic oil has reduced the operating temperature of gear boxes by 20 degrees.

Also, don't forget to lubricate the Malmedie drum coupling if your crane ws supplied with one.