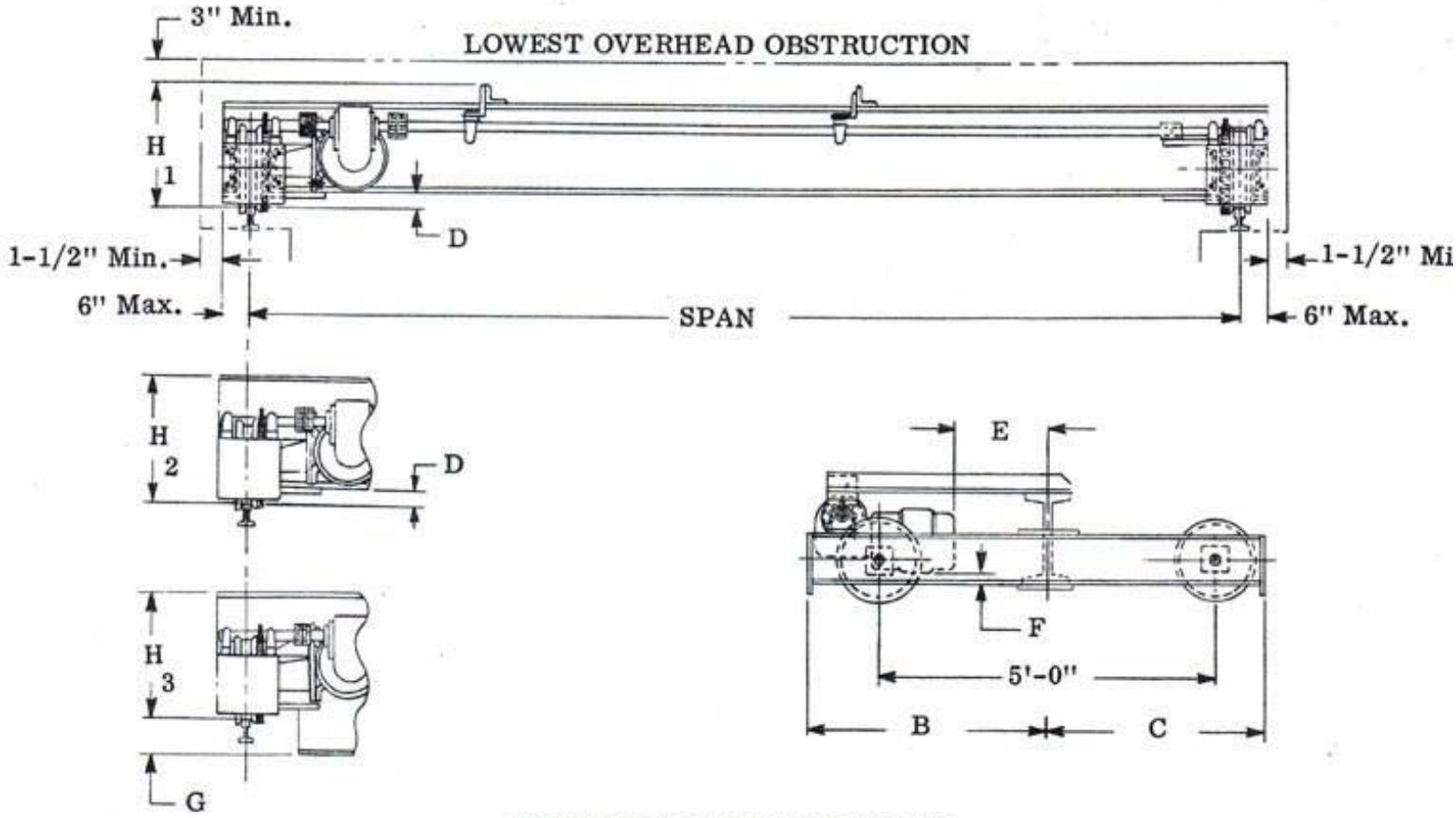
OUTLINE DIMENSIONS MODEL TSS CRANES



STANDARD CRANE FEATURES:

DESIGN:
All "Reliable" Model TSS Cranes are designed and manufactured to meet or exceed the requirements of C.M.A.A. Specification No. 74.

BRIDGE GIRDERS:
Constructed from "S" series rolled steel sections precision shop straightened to insure smooth hoist-trolley tracking.

LINE SHAFT:
Precision sized cold rolled steel shafting supported from self-aligning lubricated and sealed ball bearing pillow blocks providing "positive drive" forward-reverse crane operation.

DRIVE:
Single motor design with precision oil bath lubricated gearing and mechanical braking for smooth deceleration and final stop. Standard "Rightway" foot mounted 230/460V-3P-60Hz drive motor is connected to a precision oil bath lubricated gear reducer thru a flexible coupling. Flexible couplings are provided on gear reducer output shafts for connection to full length line shaft.

END TRUCK FRAMES:
Fabricated from heavy steel channel shapes interconnected with diaphragms and end plates to form a sturdy jig welded box. Heavy steel axle reinforcement bosses are welded to main frame then line bored to insure accurate wheel alignment for True-Rolling truck operation. Neoprene rubber bumpers are available as accessory equipment for cushioned contact with runway end stops.

TRU-TRED WHEELS:
Precision machined from 4140 alloy steel double flanged to meet the most demanding crane service requirements.

WHEEL BEARINGS:
Heavy duty long life rated roller bearings rotating on high carbon alloy steel hardened and ground axles with pressure grease lubrication.

WHEEL GEARING:
Alloy carbon steel precision machine cut, sized and proportioned with large pitch diameter pinion gears having generous face width for long life and quiet operation. Pinion gears are supported between self-aligning lubricated and sealed ball bearing pillow blocks--no overhung gearing.

CONTROLS:
Single speed heavy duty magnetic reversing furnished complete with: a 115 volt control voltage transformer, fused control circuit and M.O.P. (Motor Overcurrent Protection) all internally wired to legended terminal strips and mounted in a NEMA-1 enclosure. Adjustable ballast resistor is included in a cane metal enclosure to provide smooth crane acceleration and reverse plugging gradual deceleration for smooth stop. The complete control package is mounted and wired at drive end of crane.

CROSSBRIDGE ELECTRIFICATION:
"Reliable" messenger festoon power and control tagline rod system complete with support trolleys, cable clamps, 3-conductor power cord, 4-conductor control cord and required cord fittings for entrance into the hoist control panel.

MAINLINE COLLECTORS (optional equipment):
Saf-T-Bar, Duct-O-Bar or Insul-8 are offered with engineered mounting staff to suit normal runway electrification location at motor drive end of crane. Stanspec Corp. will suggest location of runway electrification conductors if provided with complete runway rail details.