



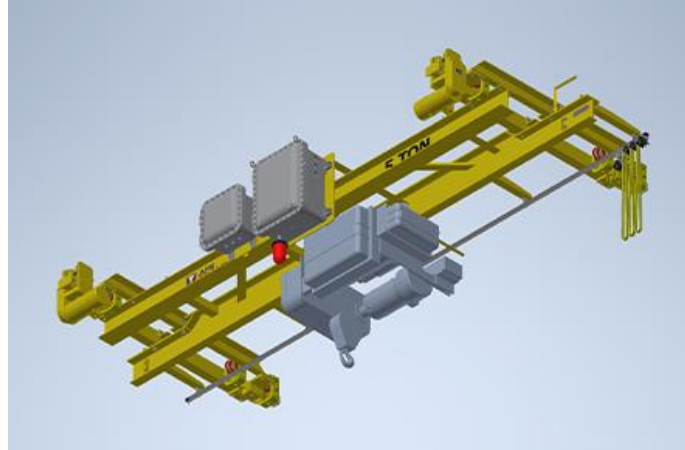
ACCO Explosion Proof Crane, Runway Extension

Features and Benefits

Dual gimbal rod assemblies allow the system to 'float' with an allowance for the runway to move to adjust for movement in the building versus a 'rigid' suspension system. The system offered greater capacity and better headroom than a single rod alternative. It also allows for a higher tread elevation when headroom is critical.

Industry Group: MMA

"We increased the speed for the new hoist due to the long lift. The installation provides high speed and capacity in line with the demands of the facility. Radio remote controls provide further safety and efficiency benefits as the end user can operate the crane and hoist at a safe distance from the hook."



All hoist components were suited to Class 2, Group G, Division I operation.

Acco – Cedar Falls, Iowa-based distributor has installed a 5-ton capacity explosion proof patented track crane for lifting bulk container bags in a hazardous area at a facility in Nebraska.

A manufacturer of material handling products accepted a scope of work to install a replacement custom patented track motorized underhung single girder crane and double the length of the patented track runway from 60 ft. to 120 ft. The confidential site was classified because of electrical equipment installation in an atmosphere with combustible dusts representing a risk of fire and explosion.

The existing crane was built in 1999 and the distributor was called upon to overhaul the lifting system, whilst conforming to the requirements of a crane system working in a hazardous environment, and to the tight confines of the building. The patented track runway extension was required to allow access to new machinery in an extended work area.

The Class II, Group G, Division I crane has a 14 ft.

span and 17 ft. 6 in. overall patented track bridge. The electric wire rope hoist offers 30 ft. per minute in single speed and a lift height of 66 ft. The applications engineer, explained that this was the fastest possible without sacrificing headroom. The trolley is also single speed, offering 50 ft. per minute.

Class II covers combustible dusts; Group G relates to grain dust; Division I means there is ignitable concentrations of dust present all of the time or some of the time under normal operation conditions.

“All hoist components for use in classified areas are marked as such. The hoist motor, motor brake, conduit fittings, etc. are all labeled for Class 2, Group G, Division I. The Work-Rated hoist model includes an overload device as standard, as well as a Weston-style mechanical load brake as a secondary means of braking.”

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Other notable features of the crane, which operates to Monorail Manufacturers Association (MMA) Class C duty cycle, includes end trucks with eight (8) 4.5-in. diameter wheels, steel wheel drives and a 6 ft. 0 in. wheelbase. Dual gimbal rod assemblies, a suspension system for under-running crane runways, completed the installation.

Dual gimbal rod assemblies allow the system to ‘float’ with an allowance for the runway to move to adjust for movement in the building versus a ‘rigid’ suspension system. The system offered greater capacity and better headroom than a single rod alternative. It also allows for a higher tread elevation when headroom is critical. “Besides our

standard offering, this installation demonstrates our ability to deliver material handling solutions to meet requirements of special applications.”



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