

OPERATION AND SERVICE MANUAL

PRICE \$2.50

BUDGIT® PORTABLE ELECTRIC HOISTS

COVERED BY U.S. & FOREIGN PATENTS

- COIL AND ROLLER CHAIN
- HOOK AND LUG SUSPENSIONS
- PUSH BUTTON OR PULL CORD CONTROL
- CAPACITIES: 1/8 THRU 3 TONS

(COVERS MODELS WITH CATALOG NUMBERS HAVING 4 DIGITS)

MARKETING DIVISION
TOOL GROUP



DRESSER INDUSTRIES, INC.

HOIST PLANT
414 W. BROADWAY, MUSKEGON, MICHIGAN 49443

FOREWORD

This book contains important information to help you install, operate, maintain and service your new Electric Hoist. We recommend that you study its contents thoroughly before putting your hoist into use. Then, thru proper installation, application of correct operating procedures, and by practicing the recommended maintenance suggestions you will be assured maximum lifting service from the hoist.

Complete inspection, maintenance and overhaul service is available for BUDGIT Electric Hoists at any of the Authorized Repair Stations listed on the back cover. All are staffed by qualified factory-trained service men; have authorized testing equipment; and stock a complete inventory of genuine BUDGIT replacement parts.

Complete replacement parts information is furnished in a separate manual and included with the hoist. It will likely be a long time before parts information is needed, therefore, after you have completely familiarized yourself with operation and preventive maintenance procedures, we suggest that both instruction and parts manuals be carefully filed for future reference.

EQUIPMENT COVERED HEREIN IS NOT DESIGNED OR
SUITABLE AS A POWER SOURCE FOR LIFTING OR
LOWERING PERSONS.

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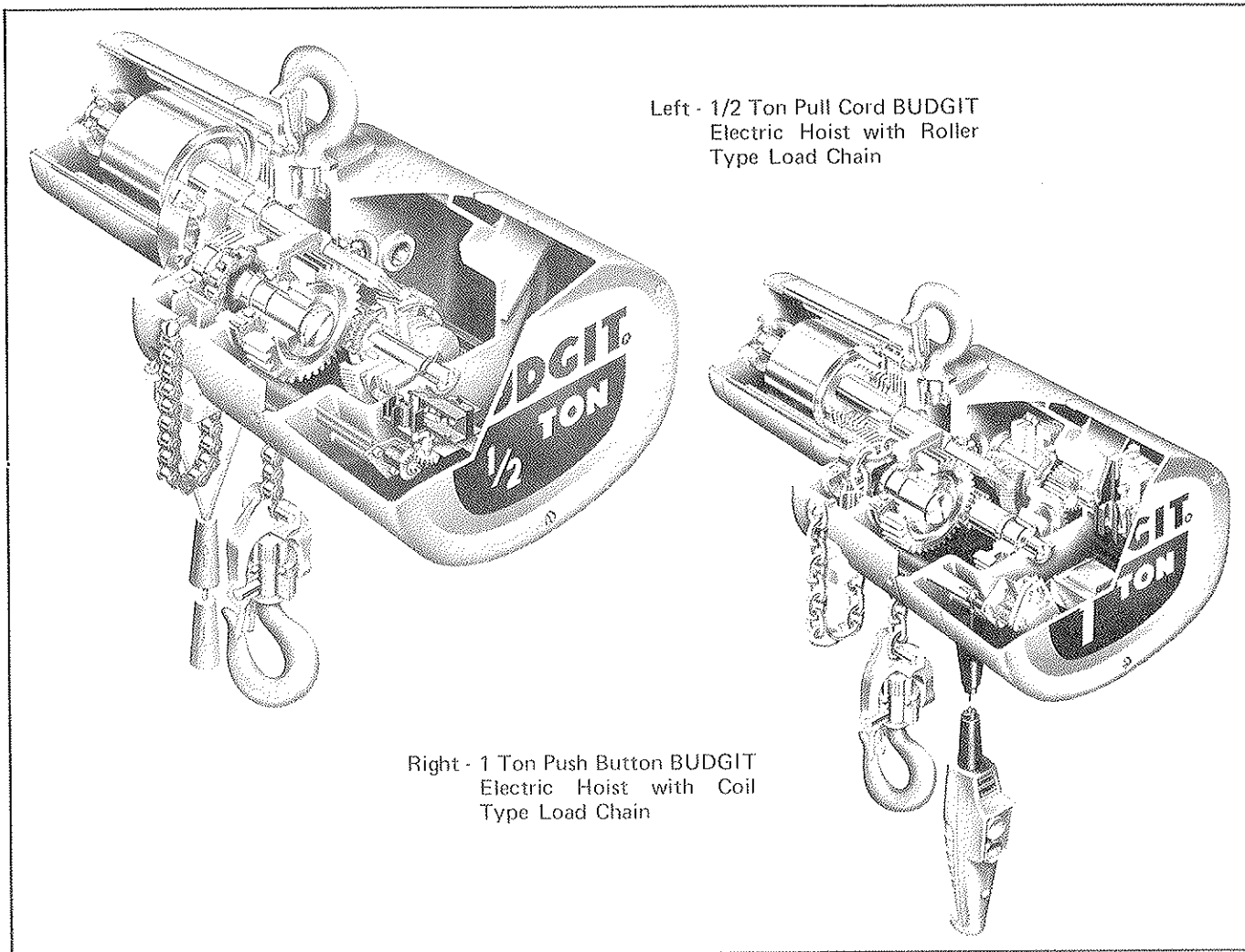


Figure 1-1. CUTAWAY VIEWS OF TYPICAL BUDGIT ELECTRIC HOISTS

SECTION I - GENERAL DESCRIPTION

1-1. GENERAL. BUDGIT Portable Electric Hoists are precision built chain type hoists ranging in six capacity sizes from 1/8 ton thru 3 tons with various lifting speeds and electrical power supplies. In addition to the capacities, there are model variations with roller or coil type load chains, pull cord or pushbutton controls, and hook or lug type suspension. In addition to standard models, there are five capacity sizes of Extra Heavy Duty BUDGIT Electric Hoists ranging from 1/8 ton thru 2 tons (suitable for plating hoist service) with various lifting speeds and electrical power. Extra Heavy Duty Hoists are available only with coil type load chains and pushbutton control, and hook or lug type suspensions.

1-2. HOIST SERVICE CLASSIFICATION

a. Standard single phase hoists are designed to operate at a maximum of 20% "ON-TIME" (motor actually running) and up to 200 motor actuations per hour with mean effective load of 65% of rated hoist capacity.

b. Standard three phase hoists are designed to operate at a maximum of 40% "ON-TIME" (motor actually running)

Left - 1/2 Ton Pull Cord BUDGIT
Electric Hoist with Roller
Type Load Chain

Right - 1 Ton Push Button BUDGIT
Electric Hoist with Coil
Type Load Chain

and up to 400 motor actuations per hour with mean effective load of 65% of rated hoist capacity.

c. Extra Heavy Duty Hoists are designed to operate at a maximum of 70% "ON-TIME" (motor actually running) and up to 1200 motor actuations per hour with an average load of 65% of rated hoist capacity.

1-3. BASIC CONSTRUCTION. All sizes and models of these BUDGIT Electric Hoists are of the same basic design, having many common and interchangeable parts. They consist primarily of an aluminum alloy frame and gear case cover which houses an automatic load brake and gear train. An electric driving motor and disc type motor brake are mounted on the rear of the frame. Electrical control components are mounted on front of the gear case cover and encased by aluminum alloy end cover. An upper hook or lug bracket for suspending the hoist is attached to the top of the frame. Either a special nickel steel roller load chain or alloy steel coil load chain with lower block assembly is employed to raise and lower loads. A block and chain operated limit stop lever is mounted on the bottom of the hoist frame and is connected, by linkage, to a reversing switch or to controller, depending on type of hoist control. Hoist operation is controlled either by pendent pull cords or a pendent push button station.

1-4. DIFFERENCES BETWEEN MODELS AND SIZES.

The main differences between hoist models are in the type of control, load chain and the suspension employed. These are described in paragraphs (a) thru (e), below. The differences between sizes of hoists are in the number of gear reductions used and the reeving of the load chain. Two-reduction gearing is used for 1/8 thru 1/2 ton capacity hoists; three-reduction gearing for 1, 2 and 3 ton capacity hoists. On 1/8 thru 1 ton capacity hoists, the load chain is single reeved, (one part of chain); on 2 ton capacities, the chain is double reeved (two parts of chain); on 3 ton capacities, the chain is triple reeved (three parts of chain).

a. Control differences are in methods employed for operating hoist. There are two types available, pull cord control and push button control, which are further described in Section III.

b. Two different types of load chains are used as the lifting medium, roller chain and coil chain. The roller type chain is a special precision manufactured nickel steel chain. Coil type chain is full-flexing electric welded link chain. Both are especially designed for use in hoisting.

c. Suspension differences include a conventional hook type mounting and a lug type mounting. Hook suspension allows portability permitting hoist to be easily moved from job to job. Lug suspension permits hoist to be rigidly mounted to overhead structure or attached to BUDGIT Rigid Mount Trolleys, affording unusual headroom advantage.

d. Extra heavy duty hoists are adaptations of standard model hoists to permit use in corrosive atmospheres, high ambient temperatures and high duty cycle operation. They are available only in push button control, coil chain models in either hook or lug suspension. Construction variations from standard models are as follows:

(1) Load chain is cadmium plated for corrosion resistance.

(2) All exposed aluminum parts are prime painted with corrosion resistant paint.

(3) Push Button Control station is molded neoprene and is vapor resistant.

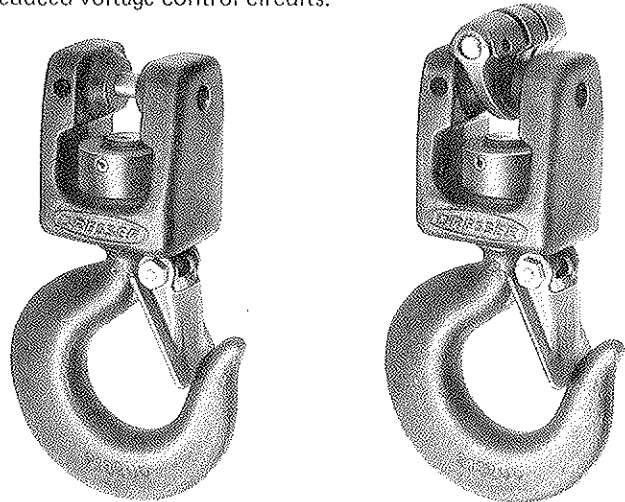
(4) Motor is fan cooled, especially designed for extra heavy duty service. Bearings are lifetime lubricated with high - temperature grease.

e. Extra Heavy Duty Hoists are identified by a suffix (-4, -5) after the hoist catalog number stamped on the nameplate located on the motor. Dash 4 indicates hook suspension, dash 5 indicates lug suspension.

1-5. MODIFICATIONS

a. Improved Lower Block Assemblies. 1/8 through 1-ton capacity BUDGIT Electric Hoists built after April, 1973 are equipped with improved lower block assemblies (Fig. 1-2) which are constructed with pinned connections, allowing disassembly and replacement of individual parts. Earlier hoists have lower block assemblies with welded connections and they cannot be disassembled.

b. Fused Control Circuits. Effective with February, 1972 production push button model hoists with reduced voltage at push button station have an automotive type line fuse installed in the control circuit. The fuse is located in the red lead running from control circuit transformer to push button control station and limit switch. A 5 amp., 32 volt fuse is used on 24 volt control circuits and a 1 amp., 250 volt fuse is used on 115 volt control circuits. Push button model hoists for 115 volt, 1 phase, 60 hertz power supply do not have reduced voltage control circuits.



Coil Type Load Chain

Roller Type Load Chain

Figure 1-2. Improved Lower Block Assemblies
(1/8 through 1-Ton Capacity Hoists)

SECTION II - INSTALLATION

2-1. GENERAL. BUDGIT Electric Hoists are completely lubricated and load tested under their own power before being shipped from the factory. To place hoist in service, attach to suitable overhead suspension (par. 2-2) in area to be used; make pre-installation check (par. 2-3); and connect to nearest electrical service outlet (par. 2-4).

2-2. INSTALLATION.

a. On hook suspended hoists, select a suitable overhead support in area hoist is to be used (one capable of holding weight of hoist and its capacity load) and hang up hoist. Be certain upper hook is firmly seated in center of hook saddle. Upper hook is equipped with a spring type hook latch; it may be necessary to remove latch to attach hook to support. Replace after installation.

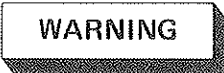
b. On lug suspended hoists, select a suitable overhead support in area hoist is to be used (one capable of holding weight of hoist and its capacity load). Mount hoist using thru bolts, of appropriate size, to fit mounting holes in suspension lug at top of hoist frame. (See table below.) The structure used to suspend hoist must be of sufficient strength to withstand reasonable forces to which hoist and support may be subjected. Hoist must be aligned with load to avoid side pulls.

c. On lug suspended hoists, the suspension lug may be

installed for cross mounting or parallel mounting of the hoist. To rotate hoist 90° follow the instructions below:

(1) On 1/8 thru 1 ton hoists (prior to Model 325079-1) remove lock plate screw and lock washer on side of lug. Remove lock plate and rotate suspension lug to desired position. Replace lock plate and secure with screw and lock washer.

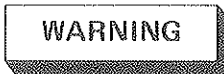
(2) On 1/4 thru 1 ton hoists (Models 325079-1 and up) remove suspension lug per instructions in Section VII, paragraph 7-3, c, (2) and figure 7-28. Lift lug from hoist frame, rotate to desired position and replace on locating pins. Insert suspension bolt and nut. Turn nut on top of lug while holding nut inside of hoist frame with drift until grooved pin holes are aligned.



Be certain to replace grooved pin thru nut and suspension bolt.

(3) On 2 ton hoists, remove hex socket head screw in lower lock plate. Remove lower lock plate. Rotate suspension lug to selected position and replace lock plate and hex socket head screw.

(4) On 3 ton hoists, the hanger bracket must first be removed from the hoist to provide access to suspension nut per Section VII, par. 7-2, a, (4) and figures 7-2 and 7-3. To remove lug bolt, follow instructions in Section VII, par. 7-3, b, (3). With bolt removed lift lug from hanger and reposition as desired. The lug is located and prevented from turning by integral lugs on adjacent surfaces of the lug and the hanger. Re-install lug bolt, spherical washers and nut. Align hole in nut and lug bolt.



Be certain to replace grooved pin thru nut and lug bolt.

Reassemble hanger bracket to hoist.

d. On rigid mount trolley suspended hoists, the trolley side plates must be properly spaced so trolley will fit I-beam on which hoist will operate. Adjustment for various I-beam sizes is accomplished by rearrangement of spacer washers on thru bolts which connect trolley side plates to suspension lug on hoist. Refer to instruction sheet furnished with BUDGIT Rigid Mount Trolleys for complete instructions.

SUSPENSION LUG BOLT SIZES AND SPACING

Hoist Capacity Tons	Bolt Diameter Inches	Distance Between Holes Inches
1/8, 1/4, 1/2, & 1	5/8	3-1/8
2	1	5
3	1-1/4	6

2-3. PRE-INSTALLATION CHECK.

Check Oil Level. (Fig. 4-1) The gear case has been filled with oil, to the proper level at the factory. However, the oil level should be checked before hoist is operated.

Remove and discard felt shipping plug from oil filler on side of hoist frame. Check oil level by removing oil level plug (side of frame). Observe if oil level is even with bottom of tapped hole. If it is not, add oil, as specified under "Gear Case Oil" in Section IV - Lubrication.

2-4. CONNECTING HOIST TO ELECTRICAL SERVICE.

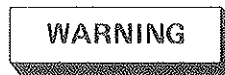
a. All hoists are equipped with a flexible power cable extending from the hoist. A grounding type male plug or permanent connection in an outlet box may be used for connecting hoist to power supply. See table (fig. 2-1) for branch circuit conductor sizes.

H.P.	Power Supply	AWG WIRE SIZE					
		#16	#14	#12	#10	#8	
1/4	115-1-60	*	55	90	145	230	370
	230-1-60	*	245	395	620	995	
	208, 230-3-60	145	235	375	590		
	460, 575-3-60	730	1160				
1/2	115-1-60	*	45	70	115	185	290
	230-1-60	*	195	315	495	790	
	208, 230-3-60	145	235	375	590		
	460, 575-3-60	730	1160				
1	230-1-60	*	120	190	305	475	
	208, 230-3-60	105	170	270	430		
	460, 575-3-60	485	770				
	208, 230-3-60	50	80	130	205		
2	460, 575-3-60	260	410				

* Do not use.

Figure 2-1. Branch Circuit Conductor Size. Maximum length in feet for minimum wire size based on Horsepower and power supply. Wire size for entire length of branch circuit and permanent wiring to main feeder. Power supply must not vary more than ±5% of voltage on motor name plate.

b. Follow local & National Electrical Codes when providing electrical service to hoist. Connect power wires in accordance with appropriate wiring diagram shown in Section VIII. Power supply must be the same voltage, frequency and phase as specified on the hoist nameplate.



The green wire provided in the power supply cable is a grounding wire and must be connected to a proper ground. (Follow local code requirements and/or National Electrical Code Par. 250-57 or 250-59).

c. Dual voltage hoists with re-connectable 230/460 volts, 3 phase, 60 hertz are (unless otherwise specified on customer's order) shipped from factory pre-connected for operation on 460 volts. If hoist is to be operated on 230 volts convert wiring by changing connections on terminal board. With hoist disconnected from power source, remove electrical compartment cover and reconnect terminal board leads as directed below and in accordance with applicable wiring diagram in Section VIII.

(1) To change voltage on dual voltage Pull Cord Model Hoists, refer to figure 8-6 and follow instructions and illustrations in figure 8-8.

(2) To change voltage on dual voltage Push Button Model Hoists, refer to figure 8-7 and follow instructions and illustrations in figure 8-8.

WARNING

Three phase hoists must be properly phased each time they are installed or moved to a new power source. Unless this is done, serious damage to the hoist can occur with resulting hazard to operator and load.

d. To properly phase the hoist follow these steps:

(1) Temporarily connect hoist to power source.

(2) Operate "UP" button or handle briefly to determine direction of travel.

(3) If hook raises, phase is correct and temporary connections should be made permanent.

(4) IF HOOK LOWERS, HOIST IS "REVERSED PHASED" AND MUST BE CORRECTED BY INTERCHANGING ANY TWO LEADS AT POWER SOURCE CONNECTION. DO NOT CHANGE INTERNAL WIRING OF HOIST.

(5) On push button control model hoists, the WARNING TAG should be removed from the "DOWN" push button after it has been determined that hoist is correctly phased. On pull cord hoists remove WARNING TAG from lower handle (arrow pointing down) after phasing is correct.

SECTION III - OPERATION

3-1. GENERAL. Operation of BUDGIT Electric Hoists is controlled by either pull cords or a push button station, depending upon model. Pull cord control models have pull type control cords suspended from a rocker type lever at bottom of hoist, which actuates an electrical controller. Handles attached to ends of cords are located in a single vertical line providing simple one-hand operation. Push button control models have a convenient one-hand pendent push button station suspended from the hoist electrical compartment. The station has a built-in mechanical interlock to prevent depressing both buttons simultaneously.

3-2. OPERATING HOIST.

a. Pull Cord Control.

(1) Pull top handle down as far as it will go to raise load.

(2) Pull bottom handle down as far as it will go to lower load.

(3) Jogging for "hairline" spotting should be accomplished by jerking control handle with quick, full strokes. This completely opens brake and energizes motor simultaneously. Do not attempt to inch load by partially pulling control handle.

b. Push Button Control.

(1) Depress push button marked "HOIST" or "UP" to raise load.

(2) Depress push button marked "LOWER" or "DOWN" to lower loads.

(3) Jogging the push buttons will give "hairline" load movement. The quickness of the depressing motion will determine the amount of movement. Excessive use of this "jogging" feature will cause premature burning of contact points and motor overheating.

3-3. PULLING AND PIVOTING HOIST AND LOAD.

a. The push button station conductor cable (push button models) has a built-in strain cable suitable for pulling trolley suspended hoists when empty or lightly loaded. Push on load or load chain or use a hand geared or motor driven type trolley to traverse heavily loaded hoists.

b. To pivot hoist and load, push on one corner of load. The lower hook will pivot thru 360 degrees to permit load to be swung to the desired position. The upper hook (hook suspension models) is also designed to rotate so that side pulls will swing hoist to face load, thus reducing side thrust. Upper hook rotation is restricted to about 340° on 1/8 thru 1 ton capacity hoists to prevent conductor cord from winding around hoist or chain. 2 & 3 Ton Capacity hoists have full rotation.

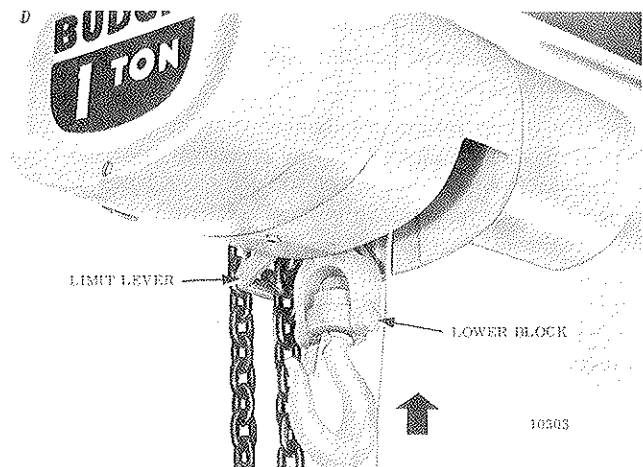


Figure 3-1. Limit Lever Being Tripped By Lower Block

3-4. UPPER AND LOWER LIMIT STOPS. A lower block and chain operated limit stop is provided to guard against overtravel of load in either raising or lowering direction, which can cause damage to hoist. When highest position is reached, the lower block trips the limit lever (fig. 3-1). When lowest position is reached, the tail end of load chain trips the limit lever (fig. 3-2). On pull cord models, the limit lever is coupled to a gear segment which actuates the hoist controller. On push button models, the limit lever is connected to a limit switch that automatically stops and then reverses the hoist motor. These are intended as safety devices and should not be used on a routine basis to stop travel of lower block or shut off hoist.

NOTE: On lug type, coil chain hoists with push button control, the limit lever may be tripped by the load chain during side pulls. Load must be lined up with hoist. If moderate side pulls cannot be avoided, rotate hoist 90° so it is mounted with side of hoist facing direction of side pull. See appropriate instruction in Section II, paragraph 2-2, c.

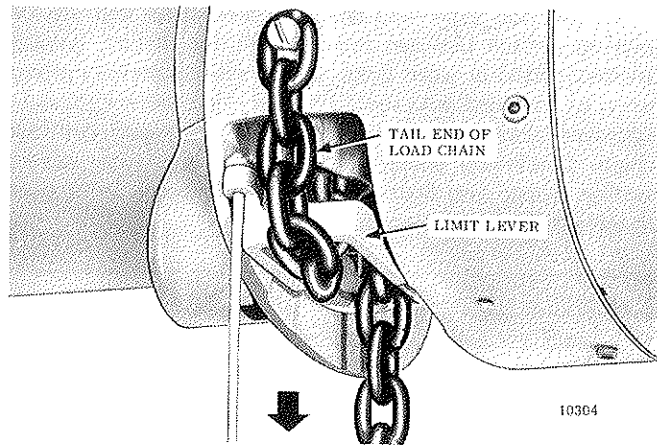


Figure 3-2. Limit Lever Being Tripped By Tail End of Load Chain.

3-5. OPERATING PRECAUTIONS.

WARNING

EQUIPMENT COVERED HEREIN IS NOT DESIGNED OR SUITABLE AS A POWER SOURCE FOR LIFTING OR LOWERING PERSONS.

- a. Operate hoist cautiously to become familiar with its performance.
- b. Do not load hoist beyond rated capacity.
- c. Take up chain slack carefully to avoid jerking load.
- d. Never use hoist load chain as a sling.
- e. Always be sure there is no twist in coil load chain. On 2 & 3 ton coil chain hoists, check to see that lower block is not capsized between strands of chain.
- f. Check both upper and lower limit switch operation by raising or lowering empty hook to limit of travel. Hoist must shut off or automatically reverse.
- g. When lifting load make certain it is free to move and will clear all obstructions.
- h. Stand clear of all loads and never travel loads over people.
- j. Avoid operating hoist when hook is not centered under hoist.
- k. Guide load so as to have it under control at all times.
- i. Do not operate hoist with twisted, kinked or damaged chain.
- m. Do not operate damaged or malfunctioning hoist.
- n. Always operate hoist within recommended duty cycle and do not "jog" unnecessarily.

- o. Conduct periodic visual inspection for signs of damage or wear.
- p. Observe inspection and maintenance procedures described in this manual.

SECTION IV - LUBRICATION

4-1. GENERAL. The lubrication services outlined in paragraphs 4-2 thru 4-5 should be performed at regular intervals to maintain top hoist performance and insure long life. The frequency for lubrication services will depend on the type of hoisting service that hoist is subjected to and should coincide with periodic preventive maintenance inspection. See Section V - Maintenance.

4-2. CHANGE GEAR CASE OIL (Fig. 4-1)

- a. Remove drain plug from bottom of hoist frame and drain oil from gear case. Replace plug.
- b. Remove oil level plug from side of hoist.

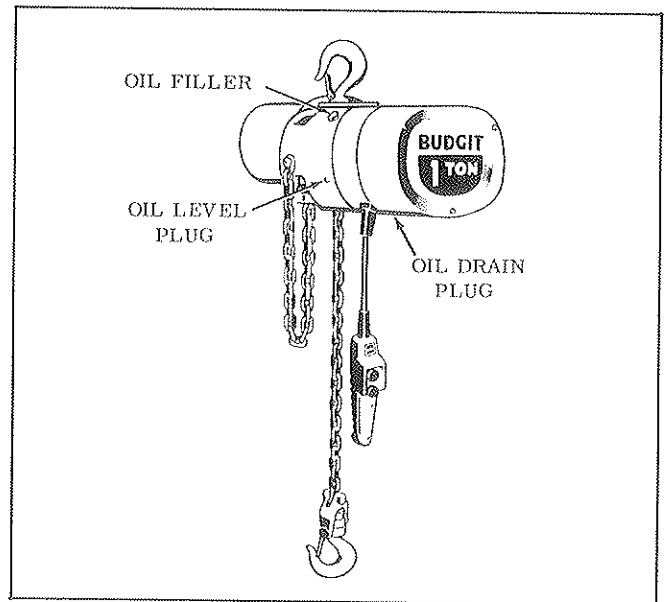


Figure 4-1. Location of Oil Filler and Plugs

- c. Refill gearcase thru oil filler to proper level (bottom of oil level plug hole) using Automatic Transmission Fluid - DEXRON Type. This is an all-weather oil available from all major oil companies. 1-1/2 pints of oil are required.
- d. Reinstall oil level plug.

4-3. LUBRICATE LOAD CHAIN. A small amount of lubricant will greatly increase load chain life, therefore, chain should not be allowed to run dry. Chain should be cleaned and lubricated as directed in paragraphs a. and b. below, depending upon type of chain. User should set up a regular schedule for chain lubrication after observing operating conditions for a few days.

a. Coil Chain. Under ordinary conditions only weekly attention will be necessary. Under hot and dirty conditions it may be necessary to clean chain at least once a day and lubricate it several times between cleanings. Thoroughly clean chain with an oil solvent and relubricate by coating it lightly with penetrating oil and graphite. On Extra Heavy Duty Hoists load chain should be cleaned and lubricated daily.

b. Roller Chain. Under ordinary conditions only monthly attention will be necessary. Under hot and dirty conditions weekly attention may be required. Thoroughly clean chain with an oil solvent and apply a good grade of S.A.E. #20 motor oil. Wipe off excess oil. When subjected to excessive moisture or corrosive atmospheres, BUDGIT Kote L-7 protective coating is recommended for use on roller chain in place of regular motor oil.

4-4. LUBRICATE UPPER HOOK AND LOWER BLOCK ASSEMBLY.

a. Apply a few drops of S.A.E. #20 oil on shank of upper hook where it enters frame.

b. Apply a few drops of S.A.E. #20 oil on shank of lower hook where it enters lower block and at swivel points where pins connect hook assembly to yoke.

c. On lower block assemblies of 2 & 3 ton capacity hoists, also apply a good grade of bearing grease thru pressure fitting in end of sprocket pin to lubricate bearing in chain sprocket.

d. On 3 ton models lubricate sprocket in hanger bracket with a few drops of S.A.E. #20 oil in hole provided in center of sprocket hub.

4-5. LUBRICATE LIMIT LEVER CONTROL SHAFT AND GEARS

a. Apply a few drops of S.A.E. #20 oil on limit lever shaft at bearing points.

b. On pull cord control models, apply graphite grease on teeth of control shaft gear segment and controller pinion and brake cam.

SECTION V - MAINTENANCE

5-1. GENERAL. Preventive maintenance services required on BUDGIT Electric Hoists are for the most part, simple periodic inspection procedures to determine condition of hoist components. Below are suggested inspection procedures, based on daily average hoist usage.

5-2. THIRTY-DAY INSPECTION. Hoist may be left suspended.

a. Inspect Load Chain.

(1) On coil type load chain, slacken chain and observe bearing surface between links. Check for nicked, gouged, twisted, pitted or worn links. Chains with excessively pitted, worn or damaged links should be replaced using only factory approved chain. Never weld or attempt to repair coil load chain. Check coil chain for elongation from wear using a vernier caliper (see figure 5-1). If chain exceeds limits given in table it must be replaced.

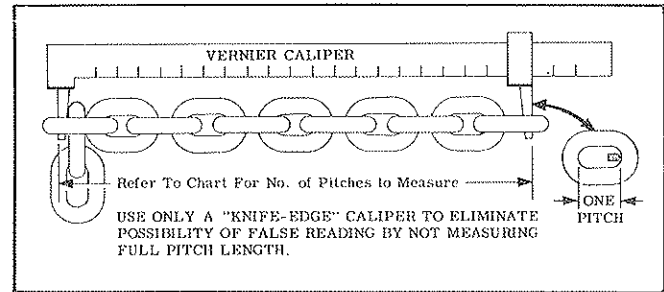


Figure 5-1. Checking Coil Chain Using Vernier Caliper

Allowable Wear or Elongation Limits

Chain Size	No. of Links or Pitches To Measure	Maximum Allowable Elongated Length
1/4" Dia. Wire	13	9.81 inches
5/16" Dia. Wire	11	9.55 inches

(2) Removing and Replacing Coil Load Chain.

Replacement coil load chain is installed by attaching it to tail end of old chain, after disconnecting old chain from side of hoist frame. New chain is then run into hoist as old chain is run out. Use open "C" links, figures 5-2 and 5-3, for attaching chains. Links must be identical in size to hoist chain - 1/4" wire size with .745" pitch length for 1/8 thru 1/2 ton models 5/16" wire size with .858" pitch length for 1, 2 & 3 ton models. Be certain that all welds on links of replacement chain face in the same direction as those on chain in hoist.



Two "C" links must be used on 1/8, 1/4, 1/2, 1 and 3 ton capacity hoists (fig. 5-3) in order to correctly position end link on tail end of chain to fit tail end anchor at side of hoist frame; only one "C" link is required on 2 ton capacity hoists.

Remove lower block assembly from old chain and attach it to end of replacement chain at end which was just run thru hoist. Anchor other end of chain to side of hoist frame. On 2 ton double reeved models, also connect opposite end of chain (from lower block) to load chain anchor inside of frame. On 3 ton triple reeved models, the opposite end of the chain is attached to the lower block connecting link.

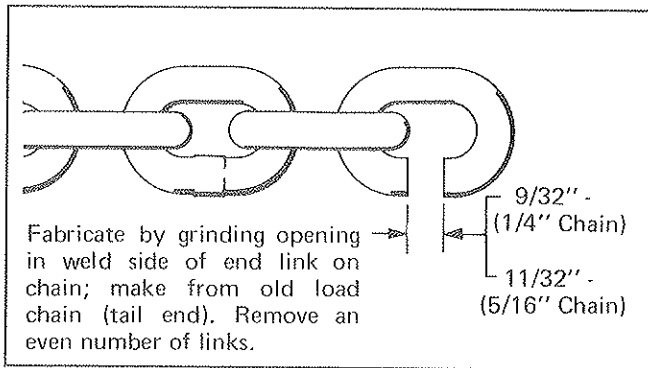


Figure 5-2. Open "C" Link for Removing and Installing Coil Load Chain

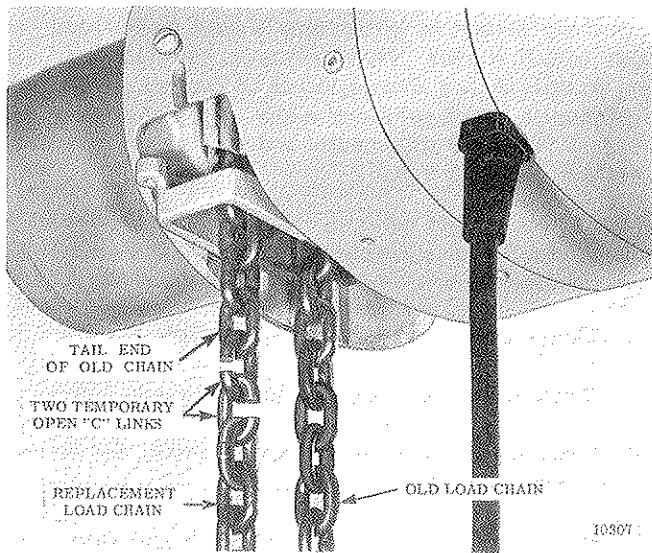


Figure 5-3. Installing Coil Load Chain Using Two "C" Links (1/8, 1/4, 1/2, 1 & 3 ton hoists)

NOTE: In the event the old chain is to be removed from hoist and reinstalled, a short length of chain (about 18" long) must be run into hoist when the old chain is removed. This short length can then be used in the same manner as shown in paragraph 5-2 a. (2). Be sure to use the proper number of open "C" links in order to correctly position end link on tail end of chain to fit anchor at side of hoist frame.

WARNING

When installing coil load chain do not attempt to hand feed chain into hoist, or use a piece of wire in place of the method described herein. To do so may result in serious internal damage to hoist, as, coil chain links must be properly seated in chain sprocket before chain is run into hoist.

(3) On roller type load chain visually check for possible

twists, broken links, wear or elongation. Check roller chain for elongation from wear by pulling chain taut and measuring as follows: On RC-625 or H-5 size chain (5/8" pitch) measure distance over a length of 20 pitches, center of one rivet to center of the 21st rivet away must not exceed 12-7/8 inches: on RC-750 or H6 size chain (3/4" pitch) measure length of 16 pitches, center of one rivet to center of 17th rivet away must not exceed 12-3/8 inches. If chain exceeds these limits replace damaged section or install new load chain assembly using only factory approved chain. If chain is to be spliced to replace damaged section, it is recommended that this be done by an Authorized Repair Station since splicing link must have a spun head requiring special tools. Spring link must not be used except to secure the tail chain to the hoist frame. (See figure 7-1).

NOTE: It must not be assumed that load chain is safe because it measures below replacement point herein. Other factors, such as those mentioned in visual checks above, may render chain unsafe or ready for replacement long before elongation replacement is necessary.

(4) Check anchor end of chain at side of hoist frame for damage to last link, also connecting link on roller chain hoists. Replace damaged parts.

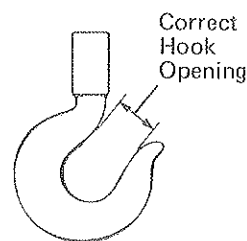
(5) Check connection of chain to lower block on 1/8 thru 1 ton and 3 ton capacity hoists. Replace parts showing evidence of damage, twisting or elongation.

(6) Check connection of chain to anchor inside hoist frame on double-reeved, 2-ton capacity hoists. Replace parts showing evidence of damage, twisting or elongation. (Also see Sec. VII, par. 7-2a, 2).

(7) Lubricate load chain if required. See par. 4-3, Section IV.

b. Inspect Lower Block.

(1) Check for bent or distorted hook. If hook is opened beyond the dimension given in figure 5-3, it must be replaced. Also check to see that hook swivels and is free to pivot. Lubricate these points if necessary.



Hoist Capacity Tons	Hook Size	Correct Hook Opening
1/8, 1/4, 1/2	#4	1-1/8"
1	#5	1-1/4"
2	#6	1-3/8"
3	#7	1-1/2"

Figure 5-3. Proper Lower Hook Opening

(2) On 2-ton capacity hoists, check sprocket and bearing in lower block for freedom of movement and signs of damage. Lubricate if necessary. Replace damaged parts.


(3) Check hook latches, if hoist is so equipped. Replace damaged or bent latches or broken springs.

CAUTION

Hooks, upper or lower, that have been opened beyond the proper hook opening as listed in fig. 5-3 and fig. 5-4 indicate that an overload condition has occurred. Internal or other damage to hoist may have resulted at the time of such overload and hoist should be inspected. (See Section V. par. 5-2, d, (2) below).

c. Inspect Upper Suspension.

(1) On hook suspended models, check for bent or distorted hook. If hook is opened beyond the dimension given in figure 5-4, it must be replaced. Also check to see that hook pivots. Lubricate if necessary. 1/8 thru 1 ton capacity hoists have a stop pin installed in frame adjacent to hook to restrict hook rotation. Check to see that pin is not sheared off and stop lug on hook shank is not broken.



Hoist Capacity Tons	Hook Size	Correct Hook Opening
1/8, 1/4, 1/2, & 1	#5	1-1/4"
2	#6	1-3/8"
3	#7	1-1/2"

Figure 5-4. Proper Upper Hook Opening

(2) On lug suspended models, check condition of suspension lug. Replace lug if damaged or cracked. Check to see that lock plate is in place on lug and screw holding it is tight.

(3) On 2-ton capacity hoists, check to see that upper lock plate securing hook or lug bushing is in place and screws holding it are tight.

(4) Check hook latch. Replace damaged or broken parts.

d. Inspect Motor, Frame and Electrical Compartment Cover.

(1) Check to see that bolts securing motor to frame are tight. Also check for any visible damage to motor, such as a cracked end bell or dented stator housing. Replace damaged parts.

(2) Check hoist frame for signs of visible damage. If frame shows evidence of fracture, the hoist should be disassembled and inspected for further signs of damage from possible overloading. Replace damaged parts. Also check condition of limit lever.

(3) Check for possible damage to electrical compartment cover. Be sure screws holding cover are tight.

e. Check Oil Level. Remove oil level plug (fig. 4-1). If oil level is not even with bottom of tapped hole, add Automatic Transmission Fluid, DEXRON Type, to bring to proper level.

5-3. SIX-MONTH INSPECTION OR 500-750 HOURS OF OPERATION. Hoist may be left suspended.

a. Inspect Electrical Controls. Shut off power supply to hoist and remove electrical compartment cover from hoist.

(1) Check all wiring and terminals. Insulation should be sound and terminals securely crimped to wires. Terminal screws should be tight and plug-type terminals completely mated. Replace terminals or wires as necessary.

(2) Check transformer (higher voltage push button models) for evidence of overheating. Replace if necessary.

(3) Check control shaft (pull cord models) centering spring by operating limit lever. If limit lever does not return to neutral position after it is tripped, the spring is probably broken or control shaft is bent. Replace broken or damaged parts.

(4) Check limit switch (push button models) to see that wires are securely soldered and mounting screws are tight. Also check control shaft centering spring.

(5) Check condition of controller assembly or contactor assembly depending upon hoist model. If contact points are excessively burned or pitted they should be replaced. On push button models, check contactor solenoid coils and replace coils if they show evidence of overheating. On pull cord models, check controller pinion and gear segment for worn or damaged gear teeth and replace if necessary. Lubricate gear teeth if dry.

(6) Check control cable wire strain reliever to see that it is in good condition and securely attached to gear case cover. Replace rubber strain reliever grommets if damaged.

b. Change Gear Case Oil. See Section IV, par. 4-2.

c. Relubricate Load Chain. See Section IV, par. 4-3.

d. Lubricate Upper Hook and Lower Block. See Section IV, par. 4-4.

e. Lubricate Limit Lever Control Shaft and Gears. See Section IV, par. 4-5.

5-4. INSPECTION: 5000 HOURS "ON" TIME OR 5 YEARS ELAPSED TIME. Hoist must be removed from overhead suspension.

a. Disassemble Hoist into Subassemblies. Follow procedure outlined in Section VII, paragraph 7-2.

b. Motor shaft oil seal, sprocket shaft bearing and seal, guide pin "O" rings and all gaskets should be replaced.

c. Inspect Load Brake. Disassemble load brake as outlined in paragraph 7-4. Friction discs should be discarded and replaced with new discs. Check friction surfaces on flange, ratchet assembly and gear. Replace parts if badly scored or worn. Check condition of pawl and ratchet assembly. If pawl, ratchet teeth or pawl spring are broken, damaged or badly worn, replace complete assembly. Check contact faces of load brake cam and gear center. Brake gear and pinion teeth should be inspected for wear or broken teeth. Replace if necessary. Clean parts thoroughly with an oil solvent before reassembly.

d. Inspect Sprocket and Intermediate Gears.

(1) On 1, 2 and 3 ton capacity hoists, check condition of gear teeth on intermediate gear and pinion shaft assembly. Replace worn or damaged parts.

(2) Check condition of teeth or pockets on chain sprocket (all capacities). Replace worn or damaged parts.

e. **Inspect Motor Brake.** For access to motor brake parts, remove motor assembly as outlined in paragraphs 7-2, d. Then, remove brake parts following instructions given for the specific type brake, depending upon model of hoist. Check braking surfaces for wear and scoring. Replace badly worn or scored parts. Check to see that plate support pins inside

frame are tight. On pull cord models, check condition of compression lever, cam and two small compression springs. On push button models check large compression spring and spring plunger. Replace parts that are worn or damaged.

f. **Reassemble and Test Hoist.** Reassemble hoist from subassemblies following procedure outlined in paragraph 7-12. After assembly is complete, test hoist as outlined in paragraph 7-13.

SECTION VI - TROUBLE SHOOTING

Trouble	Probable Cause	Remedy
6-1. Hoist Will Not Operate.	<ul style="list-style-type: none"> a. No power to hoist. b. Wrong voltage. c. Blown control circuit fuse (Push Button Models). d. Loose or broken wire connections in hoist electrical system. e. Contactor assembly not functioning. f. Defective Control transformer. g. Motor burned out. 	<ul style="list-style-type: none"> a. Check switches, circuit breakers and connections in power supply lines. Check power collectors. b. Check voltage required on motor data plate against power supply. c. Check control circuit for shorts and for burned out transformer or solenoid coils. See Section I par. 2-5, b. d. Shut off power supply, remove electrical cover from hoist and check wiring connections. Also check connections in push button station and limit switches. e. Check contact points. Replace if excessively burned or pitted. Check for burned out solenoid coil. See that necessary jumper wires are properly installed. f. Check transformer coil for signs of overheating. Replace if burned out. g. Replace motor. On single-phase motors the centrifugal switch or capacitor may be defective.
6-2. Hook Moves in Wrong Direction.	<ul style="list-style-type: none"> a. Reverse phasing on three-phase hoists. b. Hoist wired wrong. 	<ul style="list-style-type: none"> a. Interchange any two power supply line leads. Refer to Section II, par. 2-4. b. Check wiring connections with appropriate wiring diagram.
6-3. Hook Will Raise But Not Lower.	<ul style="list-style-type: none"> a. "DOWN" electrical circuit open. b. Controller or contactor not functioning. c. Push button inoperative. 	<ul style="list-style-type: none"> a. Check for loose connections. See that necessary jumper wires are properly installed on contactor. Check limit switch condition and electrical connections. b. Check for burned or pitted contact points, also burned out solenoid coil on push button models. c. Check push button contacts and wires.

SECTION VI - TROUBLE SHOOTING (Continued)

Trouble	Probable Cause	Remedy
6-4. Hook Will Lower But Not Raise.	<ul style="list-style-type: none"> a. Excessive Load. b. "UP" electrical circuit open. c. Contactor not functioning. d. Push button inoperative. 	<ul style="list-style-type: none"> a. Reduce loading to rated capacity of hoist, as shown on nameplate. b. Check for loose connections. See that necessary jumper wires are properly installed on contactor. Check limit switch condition and electrical connections. c. Check for burned or pitted contact points or burned out solenoid coil on push button models. d. Check push button contacts and wires.
6-5. Hoist Will Not Lift Rated Load.	<ul style="list-style-type: none"> a. Low voltage. 	<ul style="list-style-type: none"> a. See that power supply is same voltage listed on motor data plate. Check size of power supply lines. Refer to fig. 2-1.
6-6. Excessive Drift When Stopping.	<ul style="list-style-type: none"> a. Excessive load. b. Motor brake not holding. c. Load brake not holding. 	<ul style="list-style-type: none"> a. Reduce loading to rated capacity load, shown on nameplate. b. Remove motor and clean and inspect brake linings. Refer to Section V, par. 5-4. c. Remove load brake and inspect parts. Refer to Section V, par. 5-4.
6-7. Hoist Motor Overheats.	<ul style="list-style-type: none"> a. Excessive load. b. Excessive duty-cycle. c. Excessive "jogging". d. Wrong voltage. e. Centrifugal switch on single-phase motors not opening starting winding. f. Defective motor or worn needle bearings in hoist frame. 	<ul style="list-style-type: none"> a. Reduce loading to rated capacity of hoist, shown on nameplate. b. Reduce frequency of lifts. c. Reduce frequency of jogs. d. Check voltage rating on motor data plate against power supply. e. Refer to Section VII, par. 7-10, b (5) (b). Remove motor and inspect switch. f. Disassemble hoist and inspect for defective, worn or damaged parts.

SECTION VII - DISASSEMBLY AND RE-ASSEMBLY

7-1. GENERAL

a. The following disassembly and reassembly instructions apply to all models in the line of BUDGIT Electric Hoists with 4 digit catalog numbers. Where needed, variations to instructions are provided to cover differences between models (suspensions, controls, load chain, capacity sizes and motor voltage ratings), with applicable models specifically noted.

b. A complete teardown procedure is given, however, if only certain parts require repair or replacement, a partial teardown may be performed using the applicable portions of the instructions.

c. For easier handling during disassembly, the following disassembly steps may, where conditions permit, be completed before hoist is removed from its overhead suspension or disconnected from its power supply: Remove chain container, if hoist is so equipped; remove lower block and

load chain assembly, following procedure outlined in paragraph 7-2, a. Drain and discard gear case oil, by removing plug at bottom of frame.

d. These hoists contain precision machined parts and should be handled with care at disassembly and at reassembly. When removing or installing parts with press fits, be careful to apply pressure evenly. On ball bearings, apply pressure to face of inner or outer race, whichever is adjacent to mating part. This will avoid damage to bearing races from brinelling by pressing thru bearing balls. Apply a thin film of sealant to parts having a press fit when they are installed.

7-2. DISASSEMBLY OF HOIST INTO SUBASSEMBLIES

a. Removal of Lower Block and Load Chain Subassembly.

(1) On models with single-reeved load chains (1/8 thru 1 ton capacities) disconnect tail end of load chain from anchor at side of frame. Remove spring clip and connecting link attaching chain to anchor on roller chain models (fig. 7-1). Remove fillister head screw holding end link to frame on coil chain models. With hoist connected to power supply, run

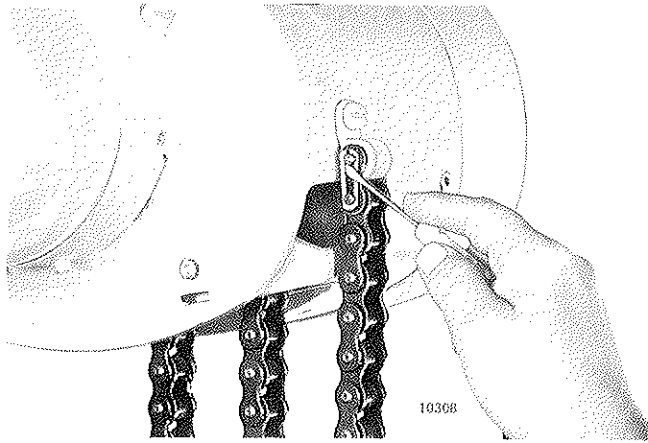


Figure 7-1. Removing Spring Clip from Connecting Link at Tail End of Load Chain (Roller Chain Models)

chain out of hoist by operating in "lowering" direction. (See note paragraph (3) below and note Sec. V, par. 5-2, a, (2) for inserting short length of chain.)

(2) On models with double-reeved load chains (2 ton capacities) disconnect tail end of load chain from anchor at side of hoist frame as in (1) above, run chain out of hoist by operating it in "lowering" direction, and disconnect opposite end of load chain from anchor inside hoist frame. To disconnect this end of chain, remove cotter pin from end of anchor pin, press pin from anchor and withdraw chain. On roller chain models the anchor in hoist frame must be rotated about 90° to permit removal of anchor pin. The drive pin securing threaded end of anchor in upper block assembly (at top of frame) must be removed in order to rotate the anchor.

NOTE: If hoist is inoperative it will be necessary to wait until after load brake is removed (par. c., below), then the chain can be pulled thru the hoist by hand.

(3) On triple-reeved 3 ton coil chain hoists, remove retaining ring and connecting link pin as shown in figures 7-38 and 7-39. Remove connecting link with chain from

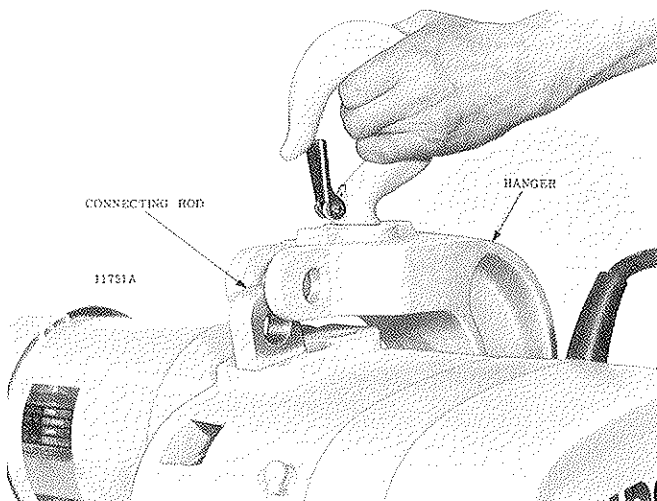


Figure 7-2. 3 Ton Hanger Bracket Connection Pin Removed

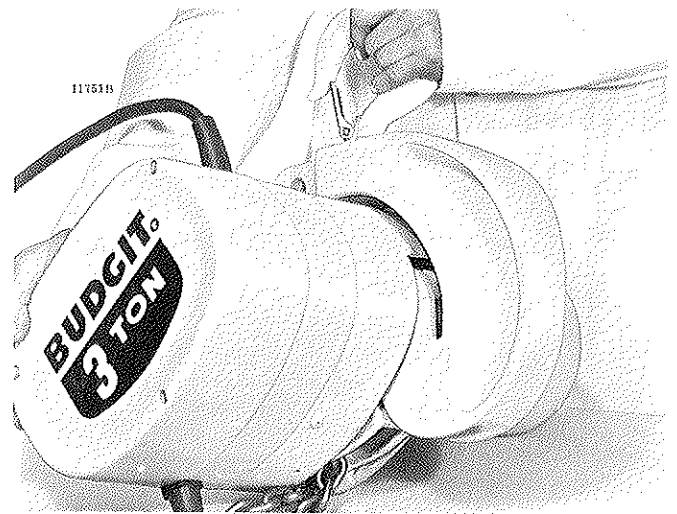


Figure 7-3. Removing 3 Ton Hanger Bracket from Hoist Frame

lower block. To remove connecting link from chain, take out cotter key and push anchor pin from connecting link. Chain can now be pulled thru hanger bracket and lower block. Unfasten tail chain from hoist frame and if power is available, operate hoist in lowering direction to remove chain. (See note in Sec. V, par. 5-2, a, (2) for inserting short length of chain). If hoist is inoperative see note below but be sure to install short length of chain into hoist before removing load chain.

NOTE: If hoist is inoperative it will be necessary to remove load brake (par. c, below) so chain can be pulled thru the hoist by hand.

(4) To remove 3 ton hanger bracket from hoist, remove retaining ring and connecting rod pin (see figure 7-2 below). Rotate hoist approximately 45° (see figure 7-3) and hanger will slip free from hoist frame.

b. Removal of Electrical Compartment Cover, Electrical Controls and Gear Case Subassembly.

(1) Disconnect hoist from power source. Remove three cover retaining screws and lift off cover (figures 7-4 and 7-5). Cover screws have retaining rings which hold them in cover.

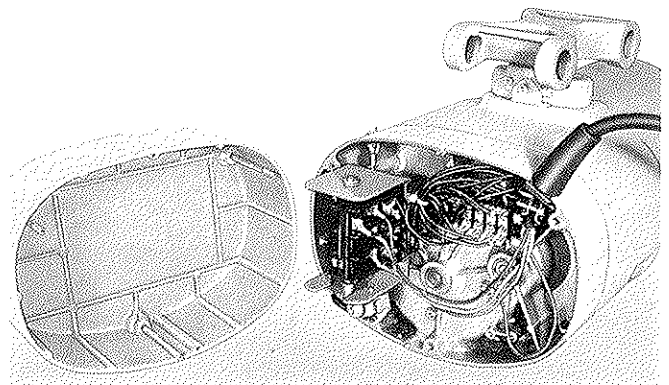


Figure 7-4. View of Pull Cord Model Hoist with Electrical Compartment Cover Removed

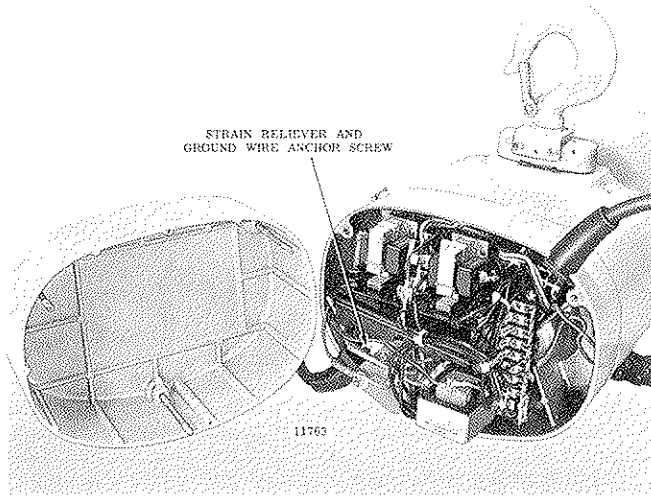


Figure 7-5. View of Push Button Model Hoist with Electrical Compartment Cover Removed

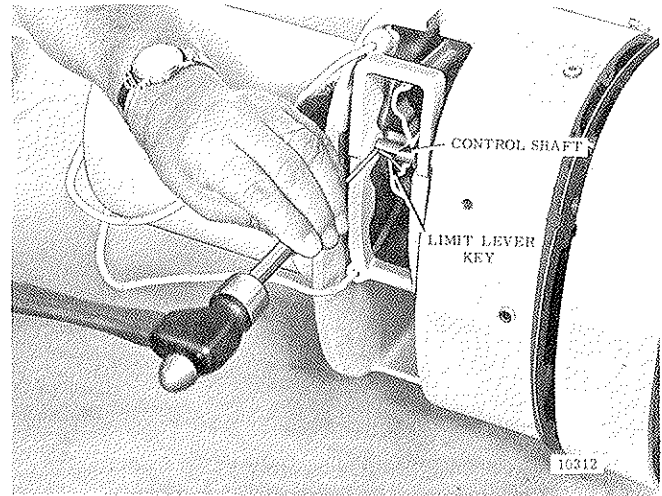


Figure 7-7. Removing Limit Lever Key From Control Shaft

(2) On push button model hoists, disconnect three push button conductor cable leads at plug in type connectors that can be pulled apart. Remove screw and washer securing strain reliever (fig. 7-5) and pull the cable and grommet from its slot in gear case cover.

(3) Disconnect power supply flexible cable leads from terminals of controller or contactor, depending on hoist model. Remove screw attaching ground leads to gear case cover and pull flexible cable and grommet from slot in cover.

(4) Disconnect motor leads from electrical control units. Number of leads depends on type of motor. (See wiring diagrams in Section VIII).

(5) On pull cord model hoists remove brake lever cover from back of frame. Remove self-locking nut holding brake cam on control shaft and lift cam from shaft. This is accomplished by compressing the brake lever with pliers while loosening nut as illustrated in figure 7-42. Slide brake cam spring from control shaft.

(6) Remove eight hex socket head screws and lock-washers securing gear case cover to hoist frame. Pry gear case cover partially off hoist frame using screw driver at special notches provided at opposite corners of cover (fig. 7-6) to provide access for removing limit lever key from control shaft. Tilt Woodruff key in shaft slot using drift punch (fig. 7-7) and pull out using pliers. Gear case cover with electrical controls attached can now be lifted from frame (figures 7-8). Limit lever will drop free of frame as shaft is removed with cover. Discard gear case cover gasket.

c. Removal of Load Brake and Intermediate Gear Sub-assemblies.

(1) On 1/8 thru 1/2 ton capacity hoists, pull assembled load brake and the brake shaft washers from inside hoist frame (fig. 7-9). Caution - grease retained bearing has 36 rollers (all capacities) and may be reinstalled unless rollers are broken or missing or cup is damaged.

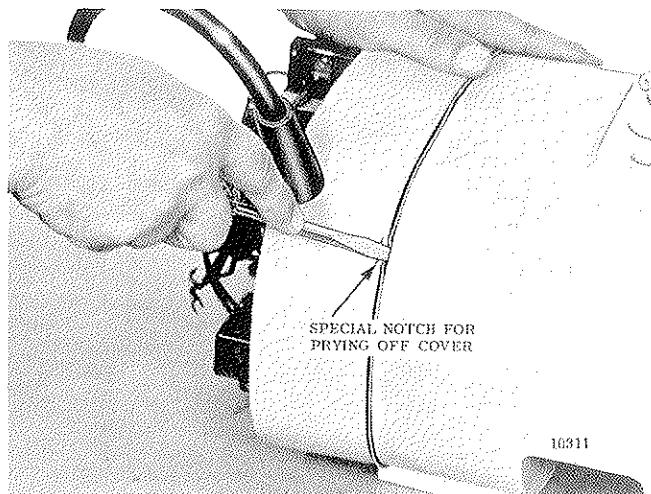


Figure 7-6. Prying Gear Case Cover From Hoist Frame

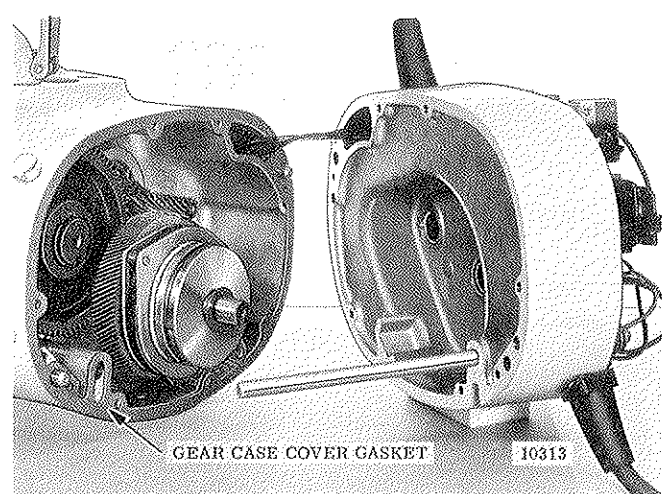


Figure 7-8. Gear Case Cover With Electrical Controls Removed From Frame

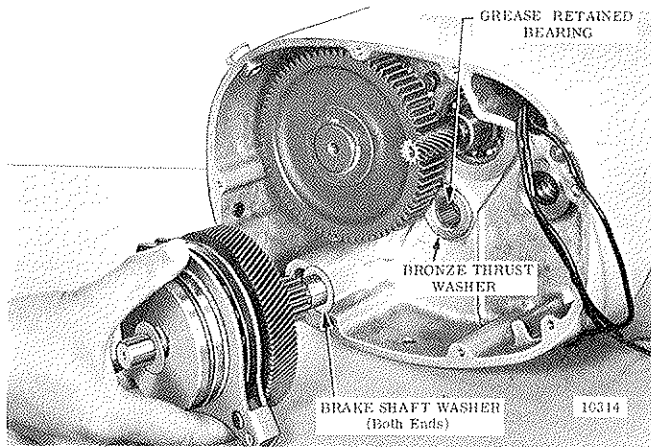


Figure 7-9. Removing Load Brake Assembly (1/8, 1/4 & 1/2 Ton Capacity Hoists)

(2) On 1, 2 and 3 ton capacity hoists, pull load brake assembly and intermediate gear assembly, including the thrust washers for each unit, from hoist frame (fig. 7-10).

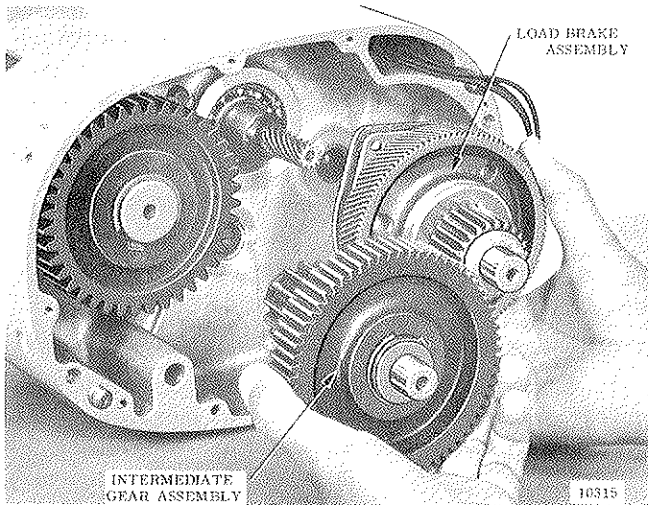


Figure 7-10. Removing Load Brake and Intermediate Gear Subassemblies (1, 2 and 3 ton capacity hoists)



Figure 7-11. Removing Motor Assembly

d. Removal of Motor Assembly.

(1) Place hoist frame on wood blocks to protect integral gear on motor shaft. Loosen four motor mounting bolts and lift motor assembly from frame (fig. 7-11). Guide motor leads through wire passage to avoid damage. Remove friction disc spring from splined brake hub on motor shaft.

(2) On single phase push button model hoists, motor brake parts are attached to motor shaft and will come off with motor. On all other models, the brake parts are assembled to frame.

NOTE: On models prior to No. 325919-1, single phase motor brakes consist of 3 friction discs and 3 friction plates, all assembled on motor. On models 325919-1 and up, single phase motor brakes have 2 friction discs and 2 friction plates. The 2 discs and only one plate are assembled on motor; the remaining plate is loosely assembled over support pins inside hoist frame.

e. Removal of Motor Brake. (Single Phase, Magnetic Type).

(1) The type brake used on single phase push button model hoists is attached to motor shaft and is removed with motor (par. d., above).

(2) Brake friction plates, friction discs and friction disc spring can be lifted from motor after removing retaining ring and washer from motor shaft.

(3) The brake plunger and plunger spring are held in place by the splined hub which is keyed and pressed onto motor shaft. These parts should not be removed unless replacement is necessary. Refer to par. 7-10 for rebuild instructions.

f. Removal of Motor Brake. (Single and Three Phase; all pull cord models).

(1) The brake cam, nut and cam spring were removed in par. b., (5), above.

(2) Pry brake spring from under lever using a screw driver (fig. 7-12).

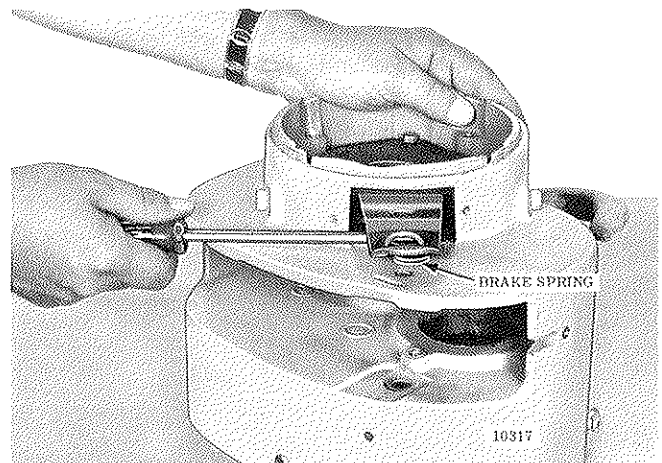


Figure 7-12. Prying Brake Spring from Under Brake Lever (Pull Cord Models)

(3) Remove lever pivot screws (fig. 7-13) and lift lever, friction plates and friction discs from inside hoist frame (fig. 7-14). Do not remove plate support pins from frame unless replacement is necessary.

g. **Removal of Motor Brake.** (Three Phase, Magnetic Type; Push button models).

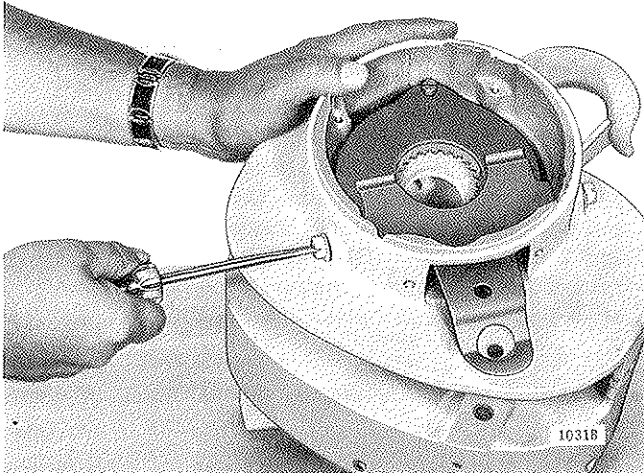


Figure 7-13. Removing Manual Brake Lever Pivot Screws

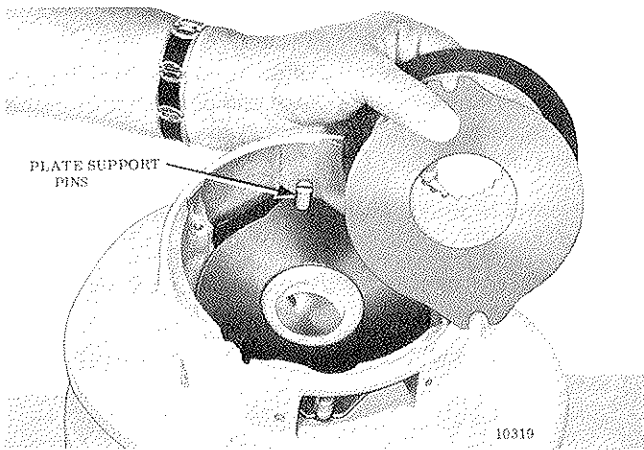


Figure 7-14. Removing Manual Brake Lever, Plates and Discs

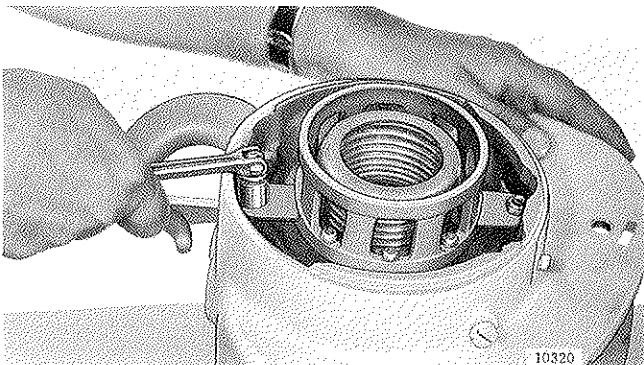


Figure 7-15. Removing Self-locking Nuts Securing Spring Plunger to Brake Plate Pins

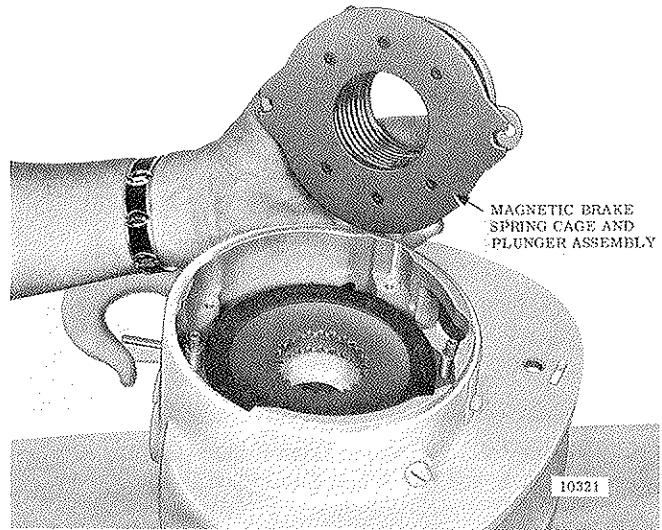


Figure 7-16. Removing Magnetic Brake Spring Cage and Plunger Assembly

(1) Remove two self-locking nuts (fig. 7-15) securing brake spring cage to brake plate support pins and lift out assembled spring cage plunger, spring and compression plate (fig. 7-16). This assembly need not be further disassembled unless parts require replacement.

(2) Lift out two friction discs and one friction plate. Do not remove plate support pins unless replacement is necessary.

7-3. REBUILD OF HOIST FRAME, SPROCKET GEAR, SPROCKET SHAFT AND CHAIN GUIDE.

a. Disassembly of Sprocket Gear, Shaft and Chain Guide.

(1) Remove retaining ring from end of sprocket shaft and pull off sprocket gear using a common puller (fig. 7-17). Remove Woodruff key from shaft.

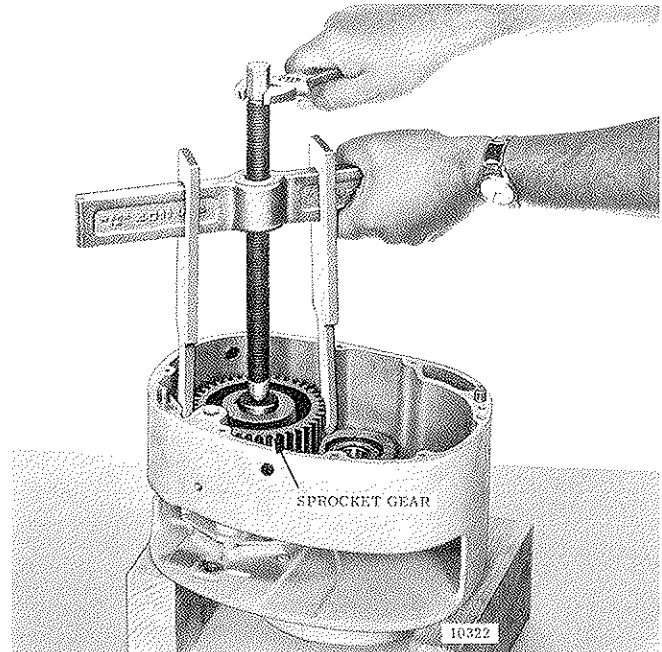


Figure 7-17. Pulling Sprocket Gear from Sprocket Shaft Using Common Puller

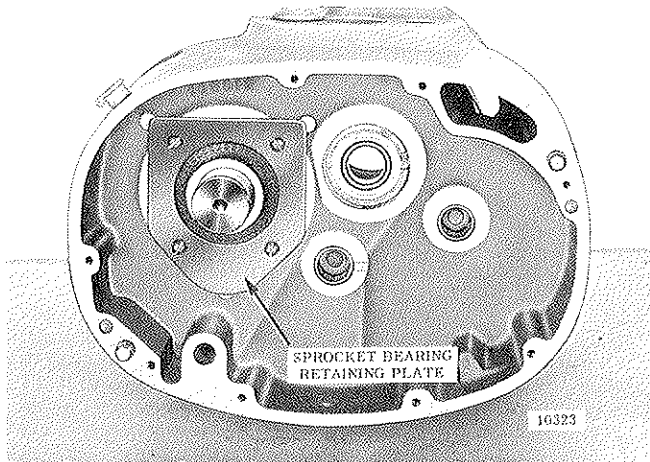


Figure 7-18. View of Sprocket Bearing Retaining Plate

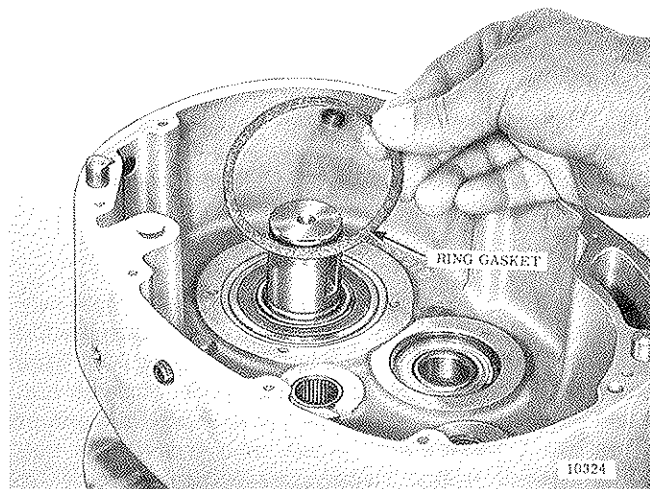


Figure 7-19. Removing Sprocket Bearing Ring Gasket

(2) Unscrew four fillister head machine screws securing sprocket bearing retaining plate and remove plate (fig. 7-18). Remove and discard ring gasket from groove around bearing (fig. 7-19).

(3) Using suitable pry bar (fig. 7-20) partially raise three

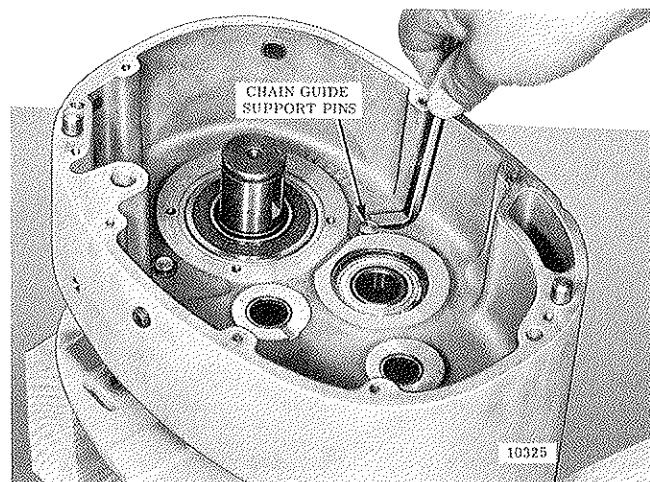


Figure 7-20. Removing Chain Guide Support Pins Using Pry Bar.

chain guide support pins from their bores in frame. Pull them the rest of the way out using pliers with jaws protected to avoid damaging pins.

(4) Remove sprocket shaft and front ball bearing assembly from frame by lifting up on end of shaft while prying up on sprocket as illustrated in figure 7-21. The chain guide will need to be repositioned in frame as sprocket shaft is raised to allow the sprocket to pass thru hole of guide (fig. 7-22). On roller chain model hoists, the chain stripper must be partly removed from guide by prying it out using screw driver or other suitable tool. See figures 7-23 and 7-24.

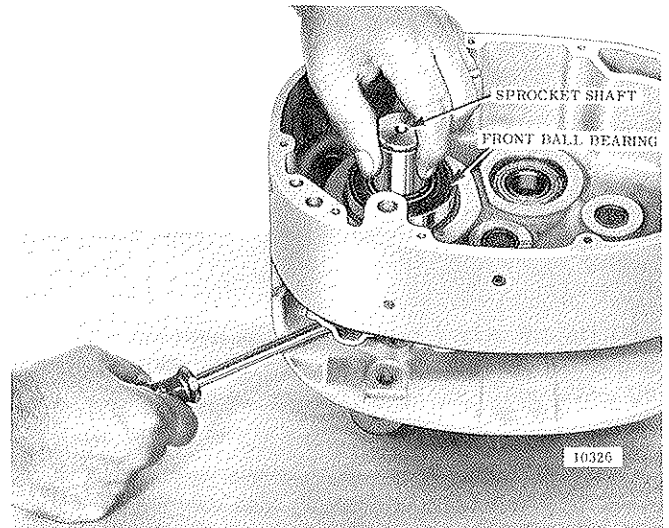


Figure 7-21. Removing Sprocket Shaft and Front Bearing

NOTE: Do not remove oil seal, ball bearings, and needle bearings from their bores in the frame unless they show evidence of wear or damage and require replacement. When replacing rear sprocket ball bearing pack bearing 1/2 full with NLGI No. 2 grease.

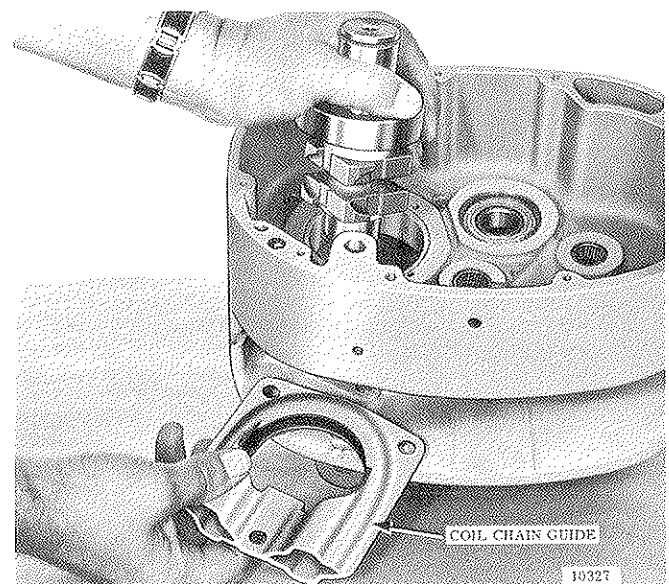


Figure 7-22. Chain Guide Being Removed From Frame as Sprocket Shaft is Lifted Out (Coil Chain Models)

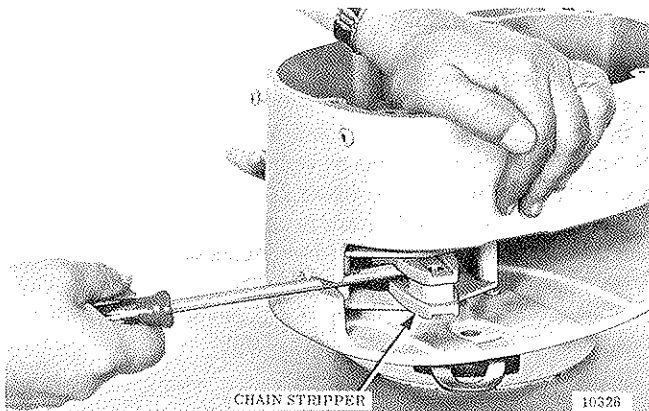


Figure 7-23. Chain Stripper Being Partly Removed From Chain Guide (Roller Chain Model)

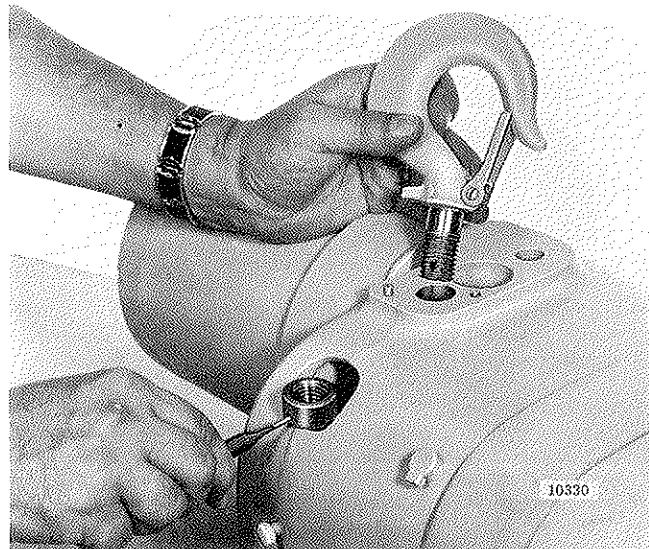


Figure 7-25. Removing Upper Hook and Hook Nut From Hoist Frame (1/8 thru 1 ton models)

b. Disassembly of Upper Hook. (Hook Suspension Models.)

(1) On 1/8 thru 1 ton models, drive pin from hook nut using drift punch and unscrew upper hook. Nut is reached thru access hole in side of hoist frame. See figure 7-25.

(2) On 2 ton models, unscrew two hex socket head screws holding suspension bushing lock assembly to upper block (fig. 7-26) and remove lock. Unscrew suspension bushing from block to remove hook. To disassemble block from frame remove drive pin from nut inside frame and unscrew nut from stud holding body to frame. Remove drive pin securing threaded end of chain anchor in block and unscrew anchor. Block can then be lifted off.

NOTE: Hook assembly is not to be further disassembled as nut securing bushing to hook shank is welded in place at the factory. Only the assembly is available for replacement.

(3) On 3 ton models, remove retaining ring from connecting rod pin and push connecting rod pin through bracket and connecting rod, releasing hanger (see figure 7-2). Raise hanger above hoist frame to provide access to hook nut. Rotate hook until grooved pin in nut is visible from end of hanger frame. Using a drift punch, drive grooved pin thru hook nut until it hits hanger pocket. Remove drift far enough to hold nut from turning and unscrew hook from nut.

(4) To remove connecting rod (figure 7-2) on 3 ton hoist drive pin from rod nut using drift punch and unscrew connecting rod. Nut is reached thru access hole in side of hoist frame. (See figure 7-23).

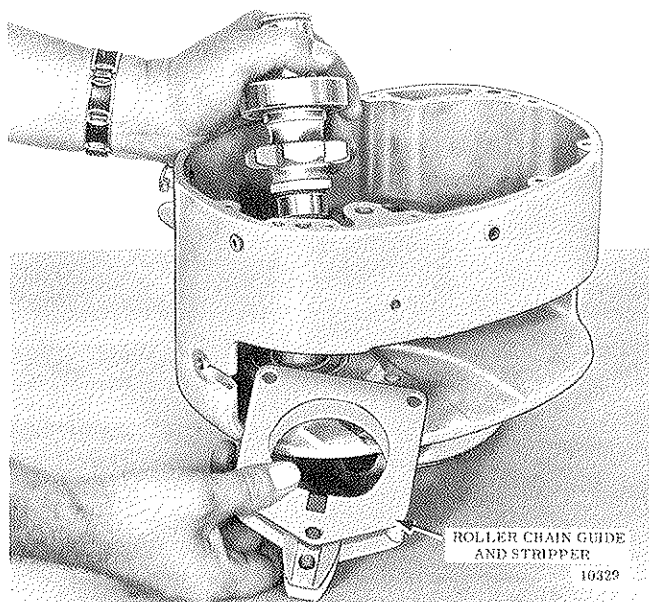


Figure 7-24. Chain Guide and Stripper Being Removed From Frame as Sprocket Shaft is Lifted Out (Roller Chain Model)

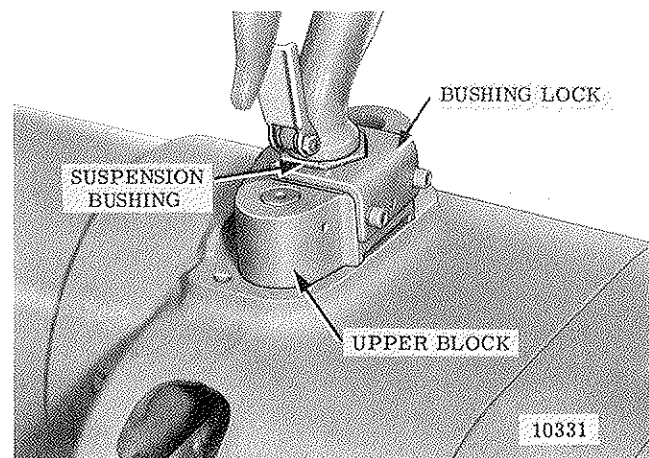


Figure 7-26. View of Upper Hook Assembled To Hoist Frame (2 Ton Models)

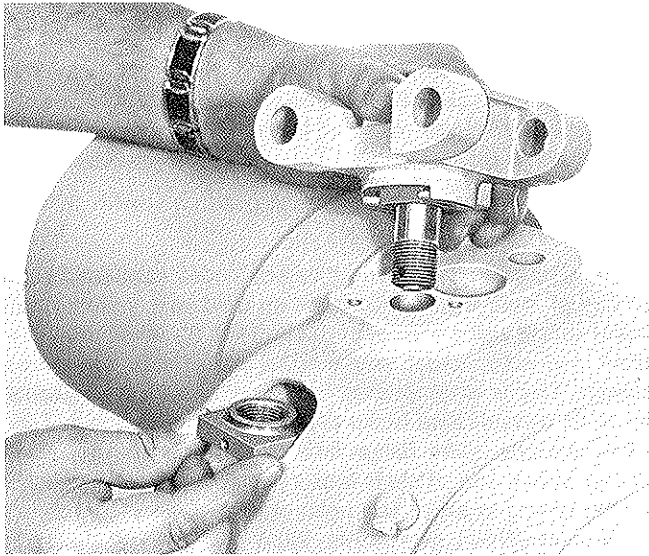


Figure 7-27. Removing Lug Suspension Bracket
(1/8 thru 1 Ton Models)
(Models prior to 325079-1)

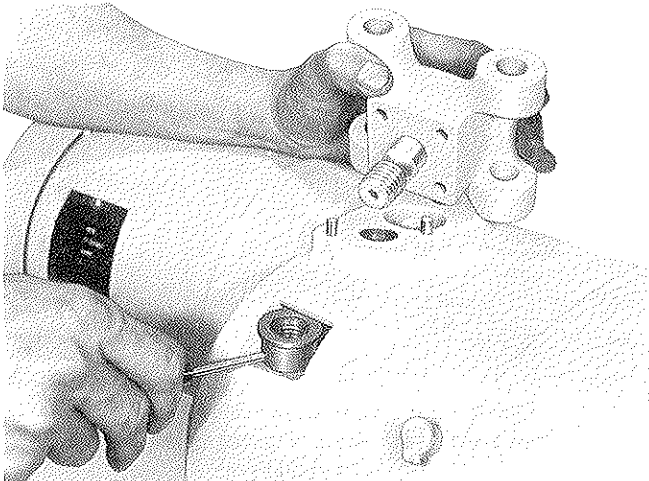


Figure 7-28. Removing Suspension Lug
(1/8 Thru 1 Ton Model)
(Models 325079-1 and Up)

c. Disassembly of Suspension Lug (Lug Suspension Models).

(1) On 1/8 thru 1 ton models (prior to model 325079-1) drive the grooved pin from square nut inside hoist frame and remove suspension lug by unscrewing the suspension stud from the square nut within the frame. Nut may be reached thru access hole in side of hoist frame (see figure 7-27). When reassembling this unit use a new grooved pin and be certain to stake nut at pin hole after replacing pin.

(2) On 1/8 thru 1 ton models (Models 325079-1 and up) drive grooved pin from the round nut inside the hoist frame. Hold hook nut from rotating with drift punch thru access hole in side of hoist frame. Unscrew suspension stud assembly by wrenching hex on top of suspension lug (see figure 7-28).

(3) On 2 ton models, remove three hex socket head screws securing the two lock plates to block at top of frame and pull out locks. Remove suspension lug, using an extra thin 1-1/4" open end wrench to unscrew suspension bushing from block. Instructions for removing block from frame are given in paragraph b., (2), above.

NOTE: The suspension lug is not to be further disassembled, as nut securing suspension bolt and bushing to lug is permanently secured in place at the factory. Only the suspension lug assembly is available for replacement.

(4) On 3 ton models lug bolt is removed in same manner as hook. See paragraph 7-3, b, (3).

d. Reassembly.

(1) Before assembly, all parts should be thoroughly cleaned and inspected to determine their serviceability. Replace parts that are excessively worn or damaged.

(2) Reassemble suspension hook or lug, chain guide, sprocket shaft and sprocket gear to frame following a reverse procedure of the disassembly steps listed in paragraphs (a.) thru (c.), above. If ball bearing is to be reinstalled on sprocket be certain to position it so that the seal side of bearing faces out, away from sprocket.

7-4. REBUILD OF LOAD BRAKE SUBASSEMBLY.

a. Disassembly.

(1) Place load brake assembly, flange up, in a vise equipped with brass or copper jaw plates to protect pinion gear teeth. Remove snap ring from end of load brake shaft (fig. 7-29).

(2) Using a puller tool, remove brake flange from shaft. A groove is provided around outer diameter for this purpose. See figure 7-30. Remove key from shaft and lift off 2 friction discs, and the pawl and ratchet assembly (fig. 7-31).

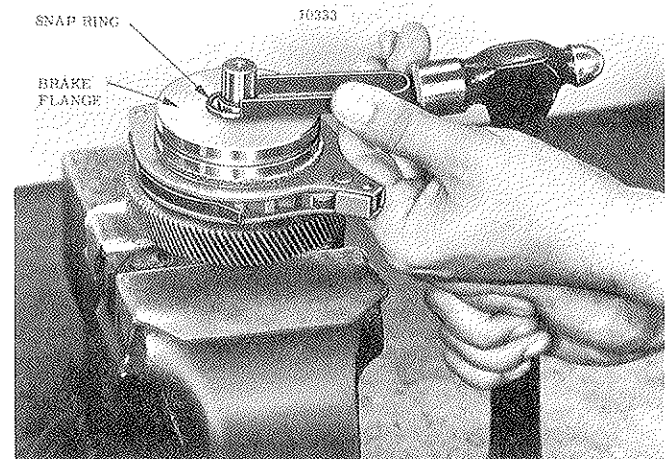


Figure 7-29. Removing Snap Ring from Load Brake Shaft

(3) Remove load brake gear. If replacement of spring, spring retainer or cam is necessary, press off shaft (fig. 7-32).

(4) The load brake pawl and ratchet is a riveted assembly and is not to be disassembled.

b. Reassembly.

(1) Before assembly, all parts should be cleaned and inspected to determine their serviceability. Replace parts that are excessively worn or damaged.

(2) Reassemble load brake parts following a reverse procedure of the disassembly steps listed above, observing the assembly steps (3) thru (6) below.

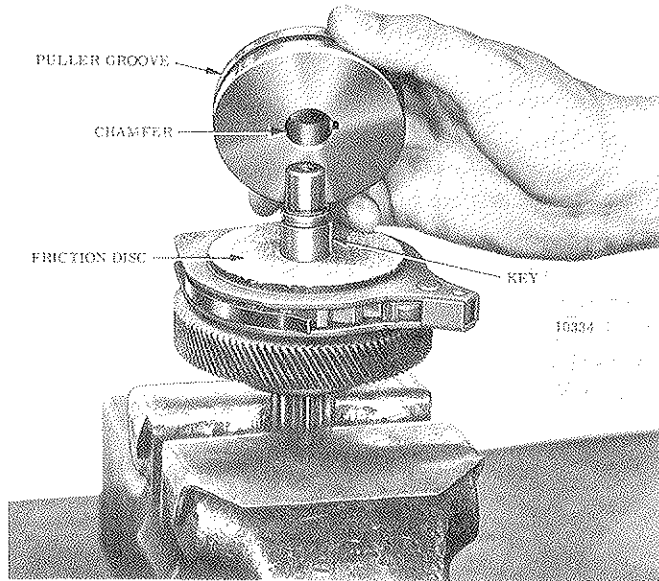


Figure 7-30. View Showing Load Brake Flange Removed

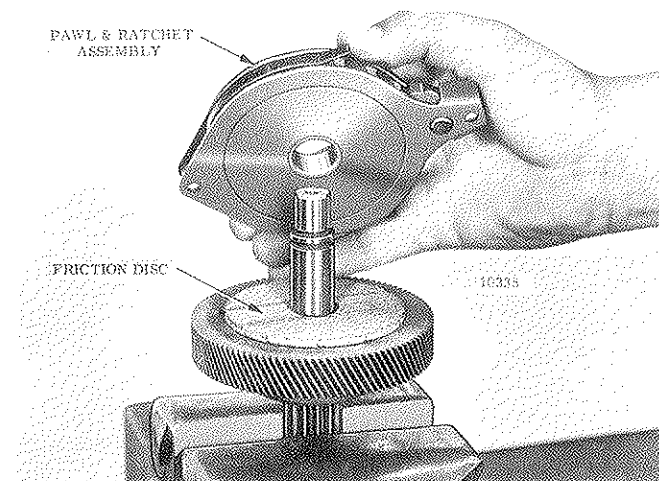


Figure 7-31. Removing Pawl and Ratchet Assembly From Load Brake Shaft

(3) Before installing spring in its retainer (fig. 7-32) apply a good grade of ball bearing grease to inside of retainer. Spring must be positioned exactly as illustrated, butted against pin at side of cam.

(4) When installing pawl and ratchet assembly on load brake shaft, be certain that teeth on ratchet face are in the same direction as shown in fig. 7-31. The ratchet assembly should rotate freely when turned counter-clockwise and the pawl should engage ratchet teeth when unit is turned clockwise.

(5) When installing brake flange position it with chamfer facing friction disc, fig. 7-30.

(6) The brake spring must be pre-loaded at assembly to a torque of from 6 to 10 lb. ft. when used with yellow (color code) spring and a torque of 10 to 14 lb. ft. when used with plain (no color code) spring. (See parts book for proper spring). This is accomplished using a plumber's strap wrench to wind (rotate) load brake gear to set up spring (fig. 7-33) while pressing brake flange into place using an arbor press. Clamp pinion end of shaft into a portable vise to keep brake from rotating in press. Use brass or copper jaw plates on vise to protect pinion gear teeth. Wind gear counter-clockwise (viewing brake from flange end) with strap wrench and press down on flange until snap ring groove in shaft is exposed allowing snap ring to be installed. Use extreme care not to over wind spring as yield will result and final spring torque will be reduced. Do not wind gear beyond point necessary to install snap ring in groove.

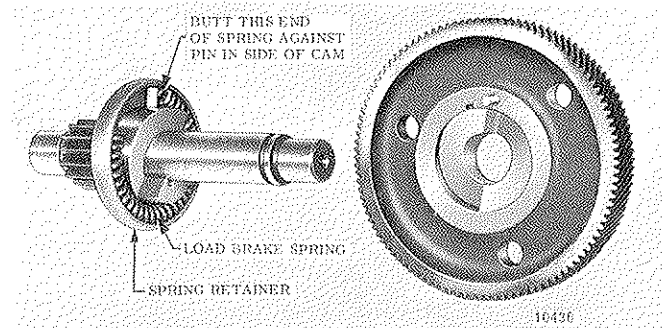


Figure 7-32. Load Brake Gear Removed from Load Brake Shaft Showing Brake Spring Installed in Retainer

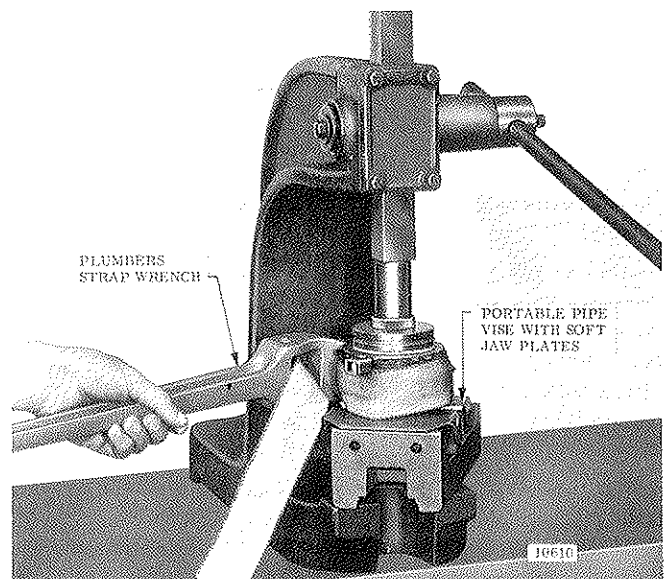


Figure 7-33. Winding Load Brake Gear Using a Strap Wrench to Set Up Load Brake Spring.

c. **Disassembly (3-ton capacity, triple reeved models).**

(1) Remove chain sprocket from lower block following procedure for 2-ton coil chain models described in paragraph 7-5, b, (2) above.

(2) To disconnect end of chain anchored to lower block, remove retaining ring from pin bore (Fig. 7-38). Push connecting link pin from bore by pressing through hole provided in opposite side of block (Fig. 7-39). Chain connecting link is now free and can be further disassembled for inspection.

(3) To remove hook from lower block body, first drive grooved pin from hook nut. Then hold nut from turning using drift punch and rotate hook to unscrew it from nut. Separate hook, shroud and thrust washer from body.

(4) To remove chain sprocket from upper suspension hanger, first remove hanger as outlined in paragraph 7-2,a,(4). With hanger removed, push sprocket pin from hanger and sprocket. Note: Sprocket pin must be removed toward side having small anti-rotation pin slot in hanger.

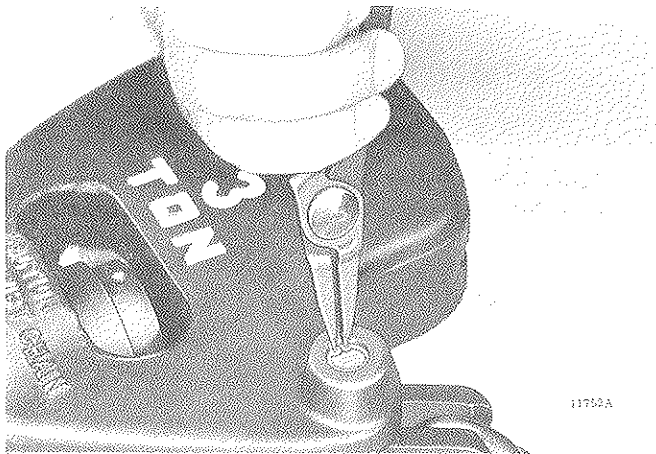


Figure 7-38. Removing Retaining Ring From Bore of Connecting Link Pin - 3 Ton Lower Block Assembly.

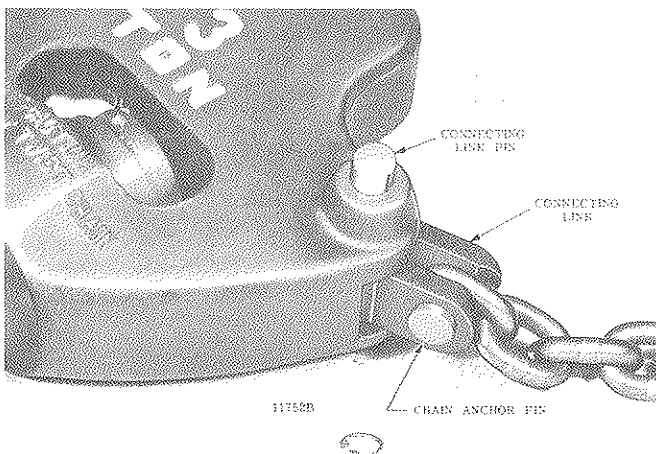


Figure 7-39. Removing Connecting Link Pin From 3 Ton Lower Block Assembly.

b. **Reassembly.**

(1) Clean, inspect and replace worn or damaged parts.

(2) Lubricate and reassemble following a reverse procedure of the disassembly steps above.

7-6. **REBUILD OF ELECTRICAL CONTROLS AND GEAR CASE COVER SUBASSEMBLY.**

a. **Disassembly. (Pull Cord Models)**

(1) Remove three round head screws and lockwashers and lift controller assembly from gear case cover. Do not lose shim used behind controller frame. Refer to paragraph 7-8 for instructions for rebuild of controller assembly.

(2) Remove two hex socket screws attaching centering spring retainer to gear case cover and pull control shaft (with gear segment and centering mechanism attached) from cover. Remove flanged sleeve bearing from shaft, or bore if it remains in cover.

(3) Remove self-locking nut from end of control shaft and lift off washer, gear segment, centering lever, spring spacer tube, centering spring retainer and spacer washer from shaft.

(4) Remove and inspect terminal board if so equipped.

b. **Disassembly. (Push Button Models)**

(1) Disconnect three limit switch leads from contactor (one from transformer or fuse lead if hoist is so equipped). Also, if hoist has a transformer, remove line fuse from secondary terminal screw and disconnect transformer leads at the contactor or terminal board.

(2) Remove terminal board if so equipped.

(3) Remove two screws and lift transformer from gear case cover if hoist is so equipped.

(4) Remove two screws and lockwashers attaching, contactor assembly to cover and lift off contactor. Refer to paragraph 7-9 for instructions for rebuild of contactor assembly.

(5) Remove two hex socket head screws and lockwashers securing limit switch assembly to gear case cover and pull limit switch assembly and control shaft from cover. Remove flanged sleeve bearing from shaft, or bore if it remains in cover.

(6) Loosen two nuts and screws holding limit switch to its retainer bracket and pull four spacers from between switch plates and bracket.

(7) Remove self-locking nut from end of control shaft and pull off washer, switch assembly, slide arm assembly, two spacer washers, drive spacer, insulation strip, centering lever, spring, spacer tube, retainer bracket and washer.

NOTE: Do not remove needle bearings from gear case cover unless they show evidence of wear or damage and require replacement.

c. **Reassembly.**

(1) Before assembly, all parts should be thoroughly cleaned and inspected to determine their serviceability. Replace parts that are worn or damaged.

(2) Reassemble parts to gear case cover in reverse of the

disassembly steps above. Ends of centering spring must straddle centering levers. On push button models lubricate contact segments of limit switch with small amount of graphite grease. Be certain when installing limit switch that board with blue lead wire faces out. On pull cord models lubricate controller pinion gear and gear segment with graphite grease.

7-7. REBUILD OF PUSH BUTTON STATION AND CONDUCTOR CABLE ASSEMBLY.

a. Disassembly.

(1) Remove two fillister head screws from front of push button station and one screw from back. Lift off rear half of body.

(2) Loosen three terminal screws, detach conductor cable leads and remove cable assembly.

(3) Remove six round head machine screws and lift off three stationary contacts. Also lift out two interlock bars and their retainers.

(4) Remove both push buttons, springs, movable contacts and contact springs by unscrewing shoulder screws.

b. Reassembly.

(1) Before assembly, all parts should be thoroughly cleaned and inspected to determine their serviceability. Replace all parts that are worn or damaged.

(2) Reassemble push button station and conductor cable following a reverse procedure of the disassembly steps listed above. When installing wave washer type springs, position them with concave side toward movable contacts. Cone shaped wire springs are installed with large diameter toward movable contact. Also be sure they fit over shoulder of screw. When installing rear body screw, be certain the loop in end of strain reliever is engaged by the screw.

NOTE: Do not attempt to shorten or lengthen push button conductor cable. Odd length conductor cable assemblies for other than standard 10 ft. lift hoists can be procured from the factory.

7-8. REBUILD OF CONTROLLER ASSEMBLY (Pull Cord Model)

a. **General.** Complete disassembly of the controller assembly is generally not required, unless the contact boards are damaged and require replacement. In most cases, only the movable contact board, contact springs, movable contacts and stationary contact board assembly need be removed and replaced, therefore, only a partial tear-down procedure is given.

b. Disassembly.

(1) Remove two fillister head screws and lockwashers attaching stationary contact board assembly to the mounting frame and lift contact board assembly from frame.

(2) Remove wire clip from movable contact board by prying it out with small screw driver. Hold spring retainer down against springs while removing clips. Release pressure

on retainer and lift retainer and springs from movable contact.

(3) Separate movable contact board from shafts and remove movable contacts from the board.

c. Reassembly.

(1) Before reassembly, parts should be cleaned and inspected to determine their serviceability. Replace worn or damaged parts.

(2) If contact points require replacement install new movable contact points and stationary contact board assembly using Replacement Contact Kit. (See Replacement Parts Manual.)

(3) Reassemble contactor following reverse procedure of the disassembly steps above. Lightly lubricate shafts and movable board.

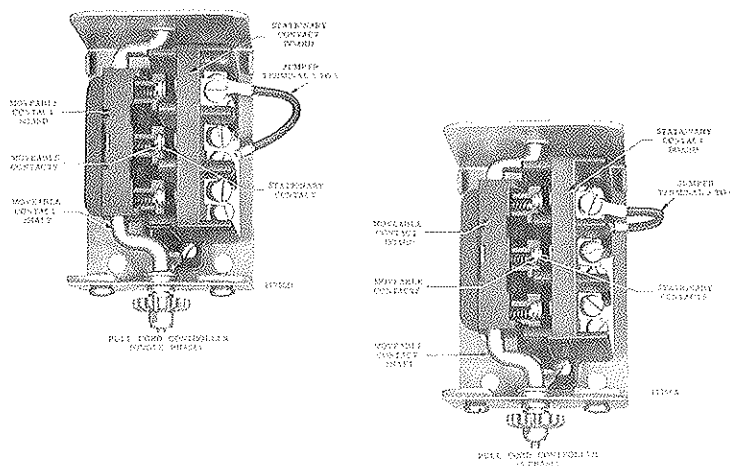


Figure 7-40. Front View Showing Single-Phase and Three-Phase Controllers (Pull Cord Models).

(4) Reinstall jumper wires if removed in replacing contacts. Refer to applicable wiring diagram in Section VIII. If jumper wires require replacement, use 16 ga. type TW solid wire.

7-9. REBUILD OF CONTACTOR ASSEMBLY. (Push Button Models)

a. **General.** Complete disassembly of contactor assembly is generally not required, unless the contact boards are damaged and require replacement. In most cases, only the movable contacts, stationary contacts, center terminals, or solenoids need be removed and replaced, therefore, only a partial tear-down procedure is given.

b. Disassembly.

(1) Remove four solenoid mounting screws (2 at each solenoid) and pull both solenoid coil and magnet assemblies, with jumper attached, from solenoid armatures.

(2) Depress one movable contact board, push out nylon pin connecting armature to movable contact board and remove solenoid armature. Repeat process to remove other armature.

(3) Remove shoulder screw and interlock bar from its support at bottom of contactor assembly and pull out both movable contact board assemblies.

(4) Unless inspection reveals excessively burned, pitted or corroded contact points, further disassembly is not required. Movable contacts are removed from contact boards by taking out their respective springs. Stationary contacts are removed by taking out their attaching screws.

(3) Reinstall jumper wires if they were removed in replacing contacts. Refer to applicable wiring diagrams in Section VIII. If jumper wires require replacement, use 16 ga. type TW solid wire.

7-10. REBUILD OF SINGLE PHASE MOTOR ASSEMBLY.

a. Disassembly.

(1) To inspect capacitor, remove two cover mounting screws and lift off capacitor cover. Do not disconnect wires at capacitor unless capacitor must be replaced.

(2) Remove two screws and lift motor shaft cap from end bell.

(3) Remove four motor mounting bolts.

(4) Remove external retaining ring or hex head bolt and flat washer from end of shaft and press shaft out of bearing in end bell using an arbor press.

(5) Remove motor end bell from stator assembly. If necessary loosen it by tapping with soft mallet. Be careful, if tapping from inside, that stationary switch is not damaged.

(6) Remove four screws and separate stationary switch from end bell.

(7) If stationary switch assembly is defective and requires replacement, remove it by unsoldering three wire leads from stator winding.

(8) Remove internal retaining ring from bearing bore in end bell and press out bearing assembly.

(9) Do not remove centrifugal switch assembly from rotor shaft unless replacement is necessary.

(10) On pull cord control hoists, splined brake hubs should not be removed unless replacement is necessary. Hub teeth that show indentations from brake discs indicate hub should be replaced. Remove hub from shaft with a gear puller. (If shaft must be replaced, hub will be included with new shaft. See Parts Manual.)

(11) On pushbutton control hoists prior to Model 325919-1 if brake hub requires replacement, use a gear puller to pull against the plunger and move plunger and hub together laterally about 3/16". Plunger will engage hub key. Remove puller, slide plunger back, and reposition puller to pull only against splined hub. Pull hub from shaft and remove hub key from its slot. Plunger and spring will now slide off from shaft.

(12) On models after Model 325919-1 with 4 slots in brake plunger, the brake hub may be removed with a gear puller or by inserting two (2) steel bars through slots in plunger and pressing hub off with an arbor press. Protect gear end of shaft with soft metal when applying pressure.

b. Reassembly.

(1) Before assembly, all parts should be cleaned and inspected to determine their serviceability. Replace all parts that are worn or damaged.

(2) Reassemble motor following a reverse procedure of the disassembly steps listed above.

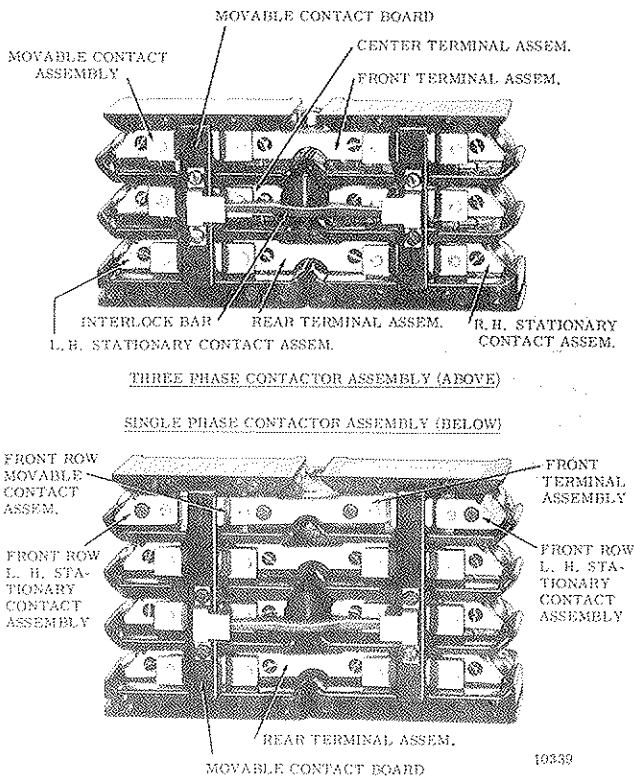


Figure 7-41. Bottom View Showing Single-Phase and Three-Phase Contactors. (Push Button Models).

NOTE: Contactors on single-phase hoists have four rows of contacts; while contactors on three-phase hoists have three rows of contacts (see figure 7-41). The front row of contacts on single-phase contactors are arranged in such a manner that the front row stationary contacts must first be removed to permit removing movable contact board assemblies.

c. Reassembly.

(1) If contact points require replacement, install new movable contacts and stationary contacts using Replacement Contact Kit. (See Replacement Parts Manual.)

(2) Reassemble contactor following a reverse procedure of the disassembly steps outlined above. On single-phase contactors, the front row of stationary contacts is assembled after movable contact board assemblies have been installed. Also, on single-phase contactors, be sure to install pushout springs under movable contact boards; at front position only.

(3) Plunger shaft fit should be lubricated with a dry lubricant.

(4) If the centrifugal switch assembly was removed from the rotor shaft during disassembly, install a new switch. Be sure it is completely seated against shoulder on shaft.

(5) If wiring to stationary switch was disconnected, reconnect it in accordance with applicable wiring diagram in Section VIII.

(6) After reinstalling hoist motor, connect hoist to power supply and carefully complete both checks (a) and (b) below:

a. To check direction of rotation, briefly operate "UP" button or handle. If hook lowers, interchange motor lead "T1" with "T4" at the contactor or controller. Hook must raise when the "UP" button or handle is operated.

b. To check the starting winding switch, connect ammeter (minimum 10 ampere) to motor lead "T5". Amperes must drop to zero in approximately one second when operating hoist in both "UP" and "DOWN" directions. If ampere reading does not drop to zero, interchange motor leads "T7" and "T8". If, after above checks were made with motor having been run in both directions, the ammeter reading still does not return to zero, the motor switch is not functioning properly and should be replaced.

WARNING

Do not change control circuit wiring. Severe damage and malfunction of hoist may result.

7-11. REBUILD OF THREE PHASE MOTOR ASSEMBLY.

a. Disassembly.

(1) Pull four motor mounting bolts from motor and separate stator assembly from the end bell and rotor shaft assembly.

(2) Remove two screws and lift motor shaft cap from end bell.

(3) Remove external retaining ring from end of motor shaft and press shaft from bearing in end bell.

(4) Remove internal retaining ring from bearing bore in end bell and press out bearing assembly.

(5) Do not remove brake hub unless replacement is necessary. Hub teeth that show indentations from brake discs indicate hub should be replaced. To replace hub remove retaining ring and pull hub from shaft with a gear puller.

b. Reassembly.

(1) Before assembly, all parts should be cleaned and inspected to determine their serviceability. Replace all parts that are worn or damaged.

(2) Reassemble motor following a reverse procedure of the disassembly steps listed above.

7-12. REASSEMBLY OF HOIST FROM SUBASSEMBLIES.

a. **General.** The procedure to be followed to reassemble the hoist from subassemblies is in reverse order of the disassembly steps outlined in paragraph 7-2. Listed below are special assembly precautions which should be observed to assure proper assembly.

NOTE: Grease retained bearings (see Section VII, par. 7-2, c, (1) and fig. 7-9) have loose rollers. When reassembling hoist, make certain the correct number of rollers are held in roller cup with grease before assembling load brake shaft to hoist.

b. **Assembly of Load Brake Thrust Washers.** When reinstalling load brake assembly be certain thrust washers are properly installed at both ends of load brake shaft, as noted below.

(1) A bronze thrust washer with a lug on one side belongs on pinion end of shaft and must be installed so that its lug engages the special slot located on spotface surrounding bearing bore inside hoist frame or gearcase cover. Use heavy grease to hold washer in proper position in frame or cover (depending upon hoist capacity) during assembly.

(2) On hoists with Catalog Number prefix letters "A", "C", "D", "L" an 11/16" I.D. plain steel thrust washer must be used between end of pinion gear and the bronze thrust washer (fig. 7-9).

(3) A 5/8" I.D. steel thrust washer is to be installed on the brake flange end (end opposite pinion) of load brake assembly.

c. Assembly of Load Chain.

(1) On coil chain and roller chain models the load chain must be installed over sprocket before load brake assembly is installed. Insert anchor end of chain (end opposite lower block on single reeved models) into chain guide opening on far side of hoist (viewing frame from anchor screw side). Rotate sprocket gear counter-clockwise as chain is fed into opening. When sufficient chain has been run into hoist to reach anchor position, plus a slack loop, attach to frame with special fillister head screw. Be certain chain is not twisted.

NOTE: Coil chain must be installed so welds on vertical links face away from the load sprocket.

(2) On roller chain models, the chain may be installed after steps (e) and (f) below are accomplished, allowing chain to be run into hoist under power. Caution must be exercised so that fingers or hands are not caught in chain while it is being fed into hoist.

NOTE: The spring clip connecting link must be attached to anchor end of roller load chain before chain is run into hoist. Failure to do so may result in damage to chain or hoist.

d. **Assembly of Control Cords.** On Pull Cord Models control cords must be attached to control lever as follows: Facing electrical compartment end of hoist, the cord to top handle should be attached to right end of lever; cord to bottom handle attached to left end of lever.

e. **Wiring Hook-Up.** Before installing hoist, connect wiring to electrical controls in accordance with applicable wiring diagram in Section VIII. Wires are coded and/or numbered to agree with wiring diagrams.

f. **Lubricate Hoist.** Lubricate hoist as outlined in Section IV.

7-13. TESTING HOIST.

a. **General.** After completion of reassembly and before placing hoist in service, hoist should be tested to insure safe operation. To test: suspend hoist from an overhead supporting member of sufficient strength to carry rated load; connect to a power supply of the specified voltage (see data plate attached to motor); and perform the following checks and adjustments.

b. **Check For Correct Control Operation.** Refer to Section II, par. 2-4, (d), under "Warning".

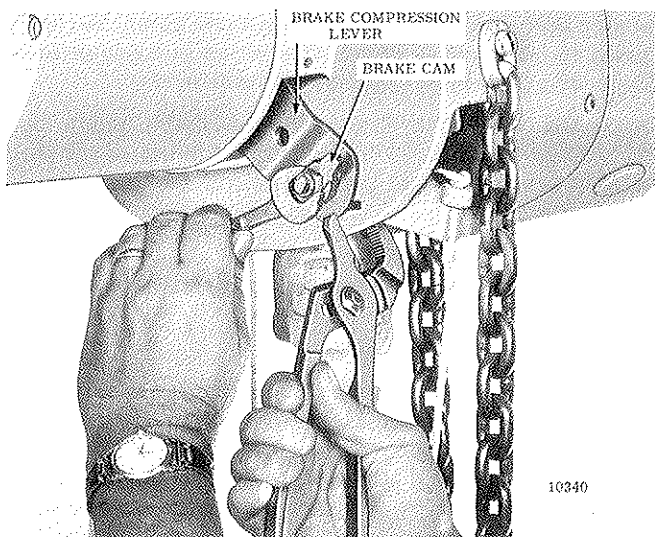


Figure 7-42. Adjusting Manual Motor Brake (Pull Cord Models)

c. **Check Upper and Lower Limit Stop Operation.** To determine if upper and lower limit stop functions properly, make the following checks by actuating the limit lever by hand:

(1) Pull down on end of limit lever at tail chain side of hoist (left side, viewing hoist from cover end) and note direction of lower block travel. It should travel in a lowering direction.

(2) Pull down on opposite end of limit lever (right side, viewing hoist from cover end) and note direction of lower block travel. It should travel in a raising direction.

(3) If hoist does not operate or operates in wrong direction, check for improper wiring. Refer to par. 6-2 and appropriate wiring diagram. If wiring is correct, check to see that limit switch is correctly installed, par. 7-6, (c).

(4) As a final check, operate hoist (no load) in the lowering direction and allow tail chain to trip limit lever. Hook should stop. Repeat check in hoisting direction and allow lower block to trip limit lever. Hook should stop. On push button models, hook should reverse direction of travel.

d. **Adjust Motor Brake.** On pull cord control model hoists only, the motor brake will require adjustment whenever the brake cam is removed. Compress brake compression lever using pliers (fig. 7-42), move cam away from nut and tighten or loosen nut with open end wrench as required to obtain approximately 1/16" between cam and nut when lever is in released position.

e. **Check Hoist With Capacity Load.** Attach rated capacity load to lower hook and check hoist operation.

(1) Operate hoist to raise load. When control is released, hoist should instantaneously stop and hold load at that level.

(2) Operate hoist to lower load a short distance, then release control. Hoist should stop instantaneously and hold load at that level.

(3) If hoist does not stop or hold load refer to Section VI.

NOTICE

THIS EQUIPMENT MUST BE EFFECTIVELY GROUNDED ACCORDING TO THE NATIONAL ELECTRICAL CODE, ARTICLES 250-57, 250-59, OR 610-51 OR OTHER APPLICABLE CODES. IF THE GROUNDING METHOD USED IS THROUGH THE TROLLEY WHEELS, THEN EACH SECTION OF TRACK MUST BE GROUNDED BY METAL-TO-METAL CONNECTION TO THE BUILDING GROUND OR ELECTRICAL SYSTEM GROUND.

SECTION VIII - WIRING DIAGRAMS

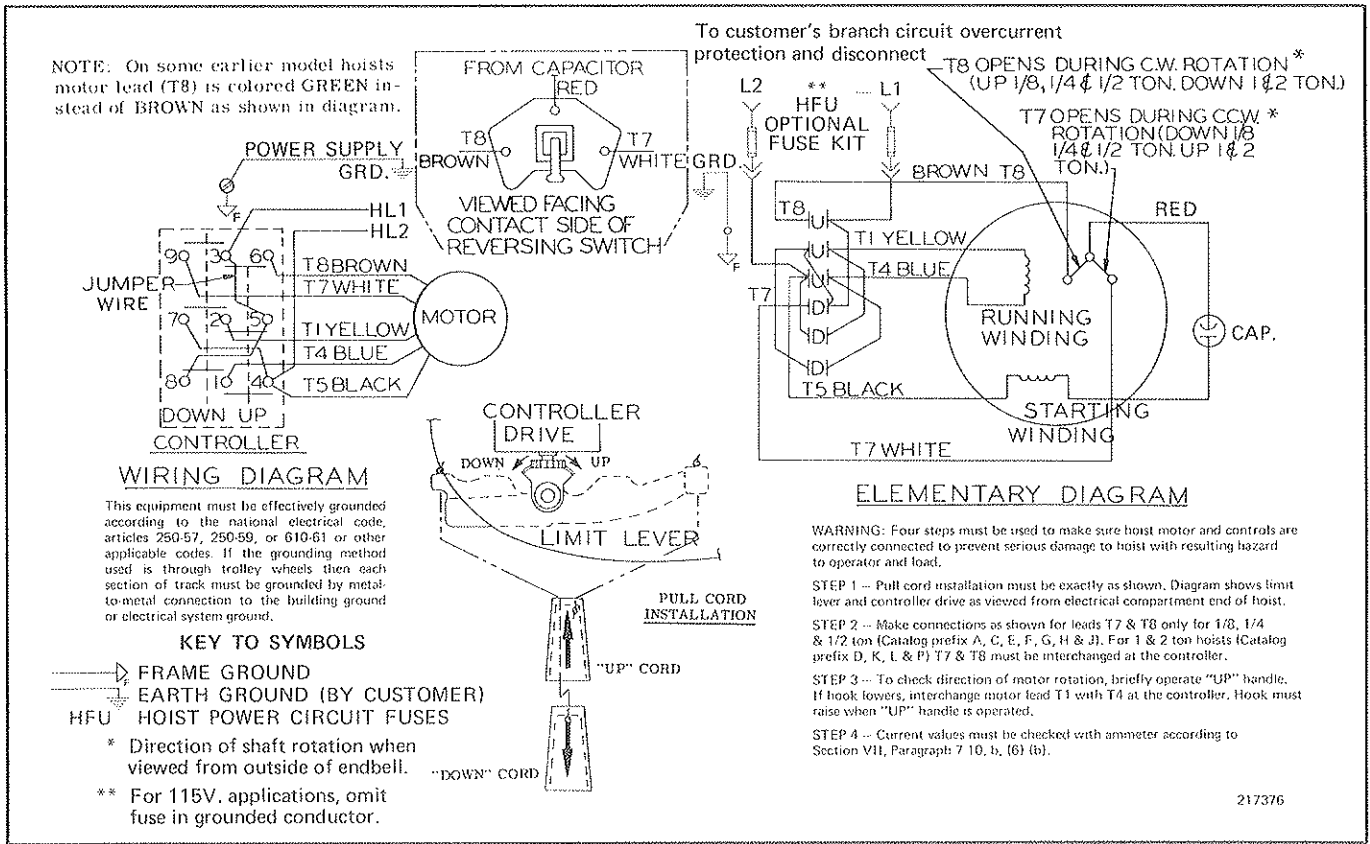


Figure 8-1. Electrical Diagrams for 115 or 230 Volt, 1-Phase, 60 Hertz, A.C. Hoists with Pull Cord Control

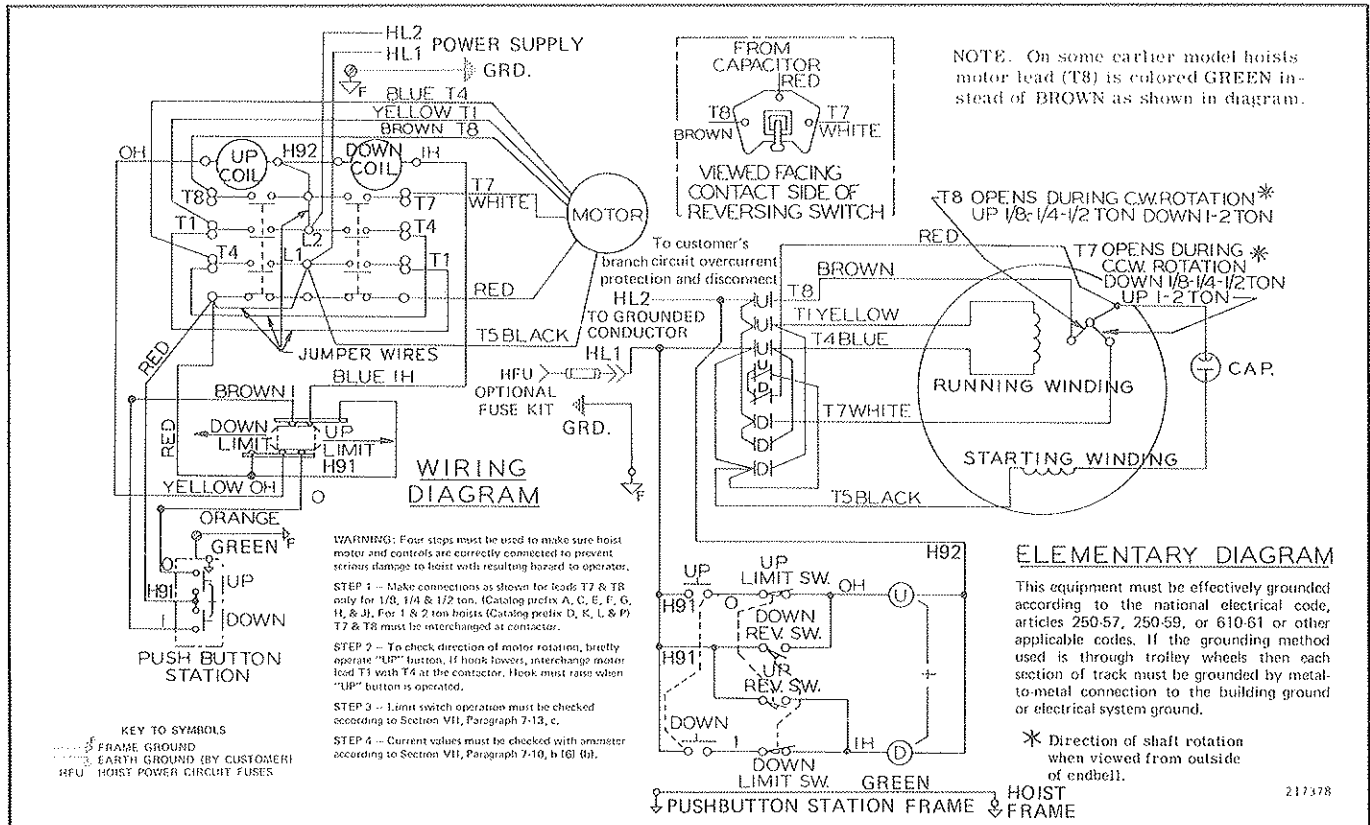


Figure 8-2. Electrical Diagrams for 115 Volt, 1-Phase, 60 Hertz, A.C. Hoists with Push Button Control.

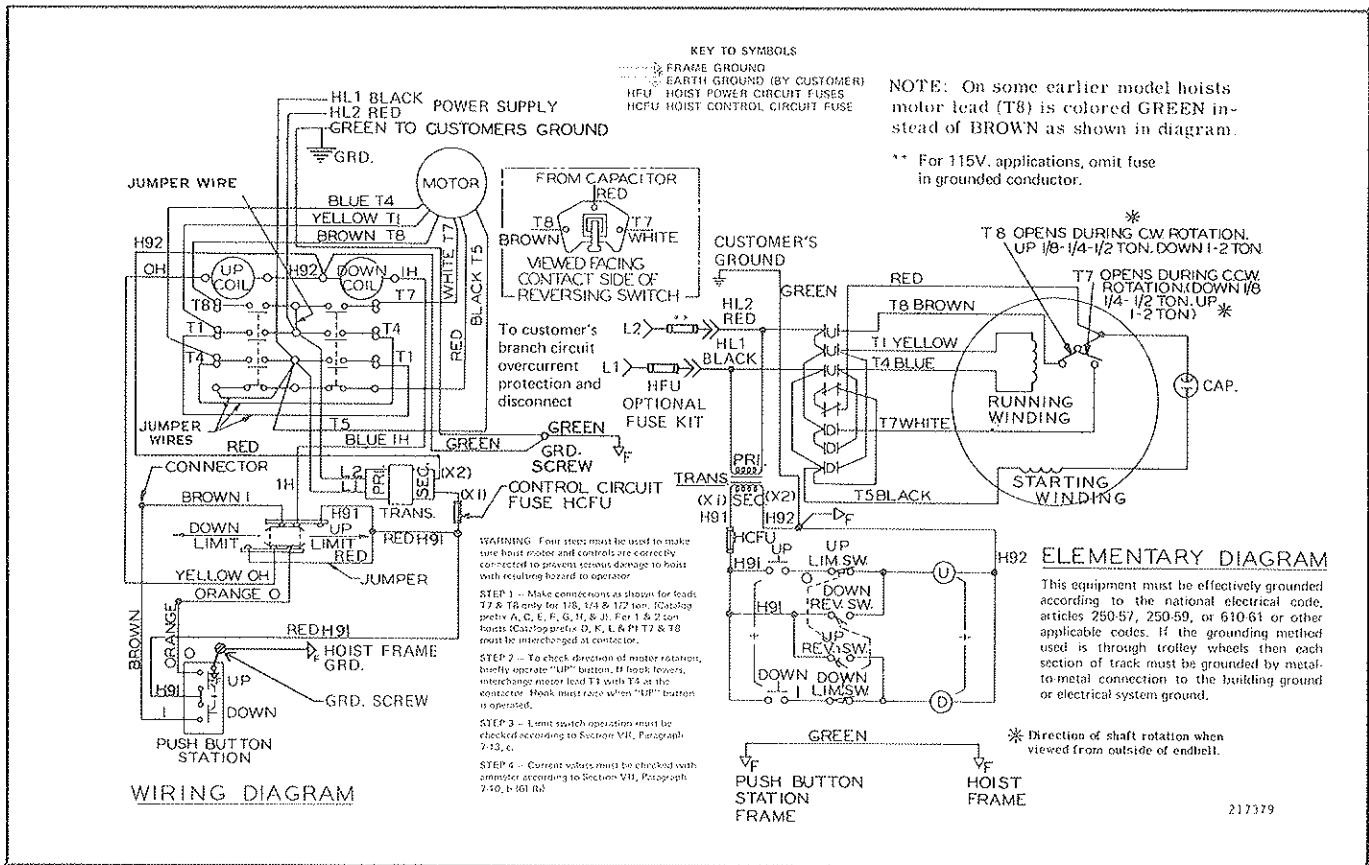


Figure 8-3. Electrical Diagrams for 230 Volt, 1-Phase, 60 Hertz, A.C. Hoists with Push Button Control (Also for 115 Volt, 1-Phase Hoists with Special 24 Volt Control)

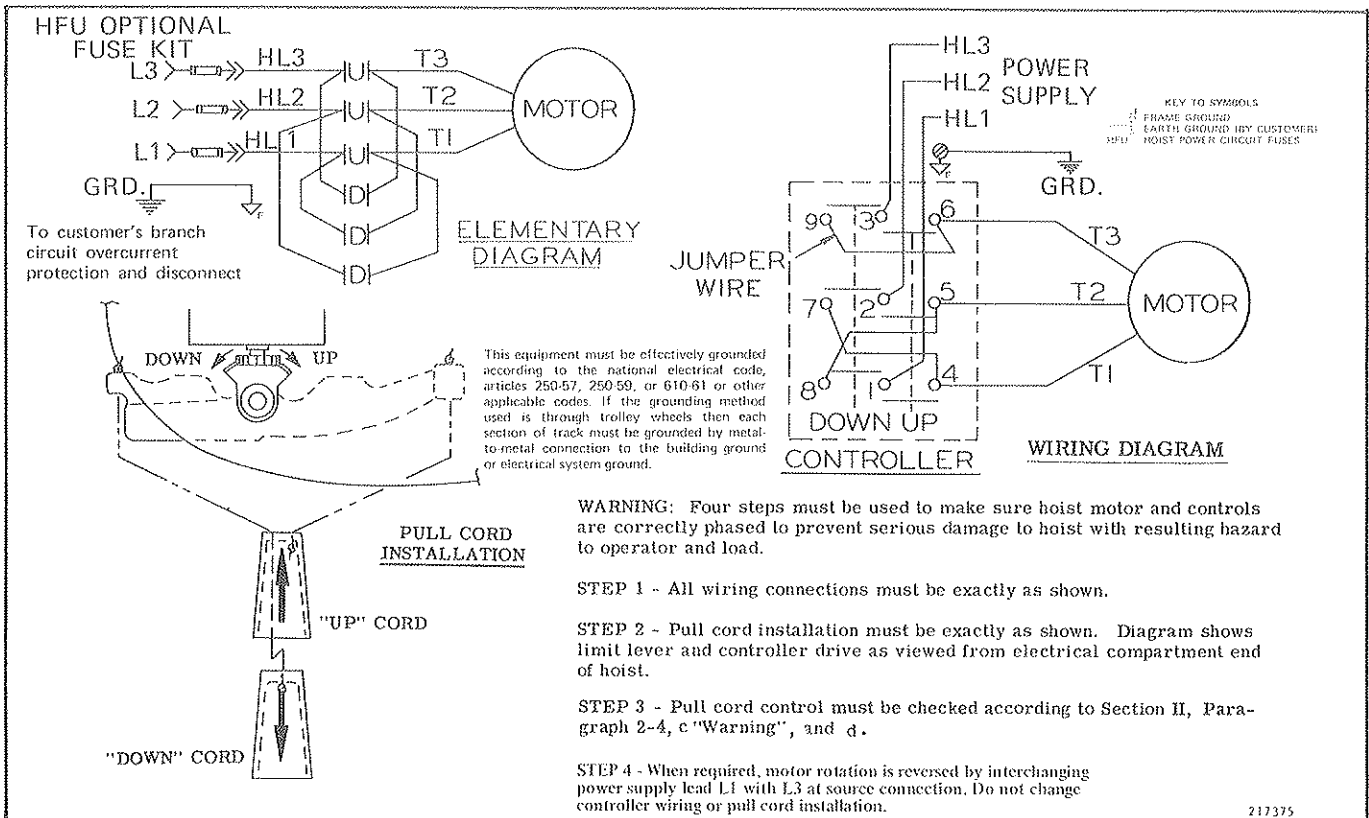


Figure 8-4. Electrical Diagrams for 208/230/460/575, 3 Phase, 60 Hertz, A.C. Hoists with Pull Cord Control

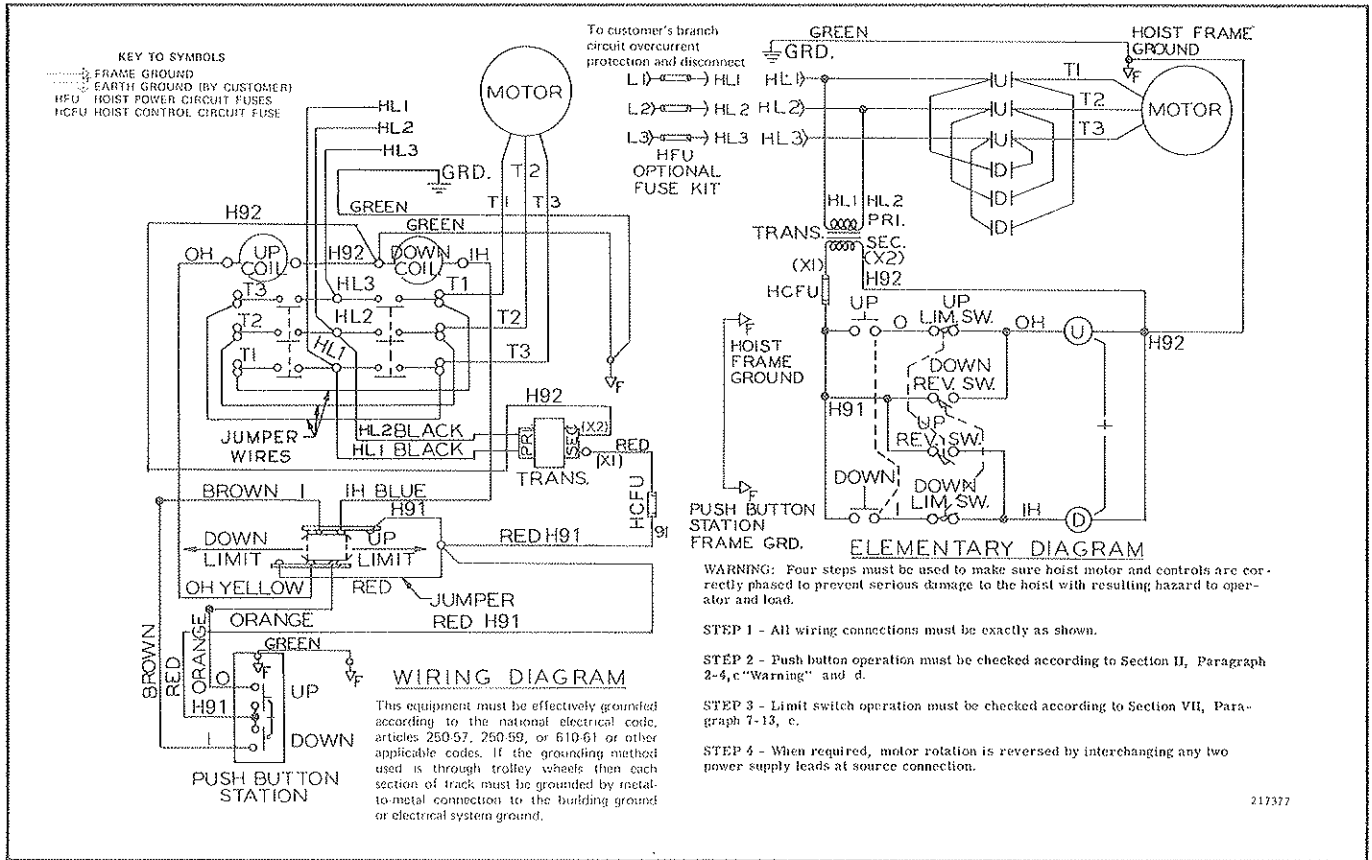


Figure 8-5. Electrical Diagrams for Single Voltage 208-230-460-575, 3 Phase, 60 Hertz, A.C. Hoists with Push Button Control.

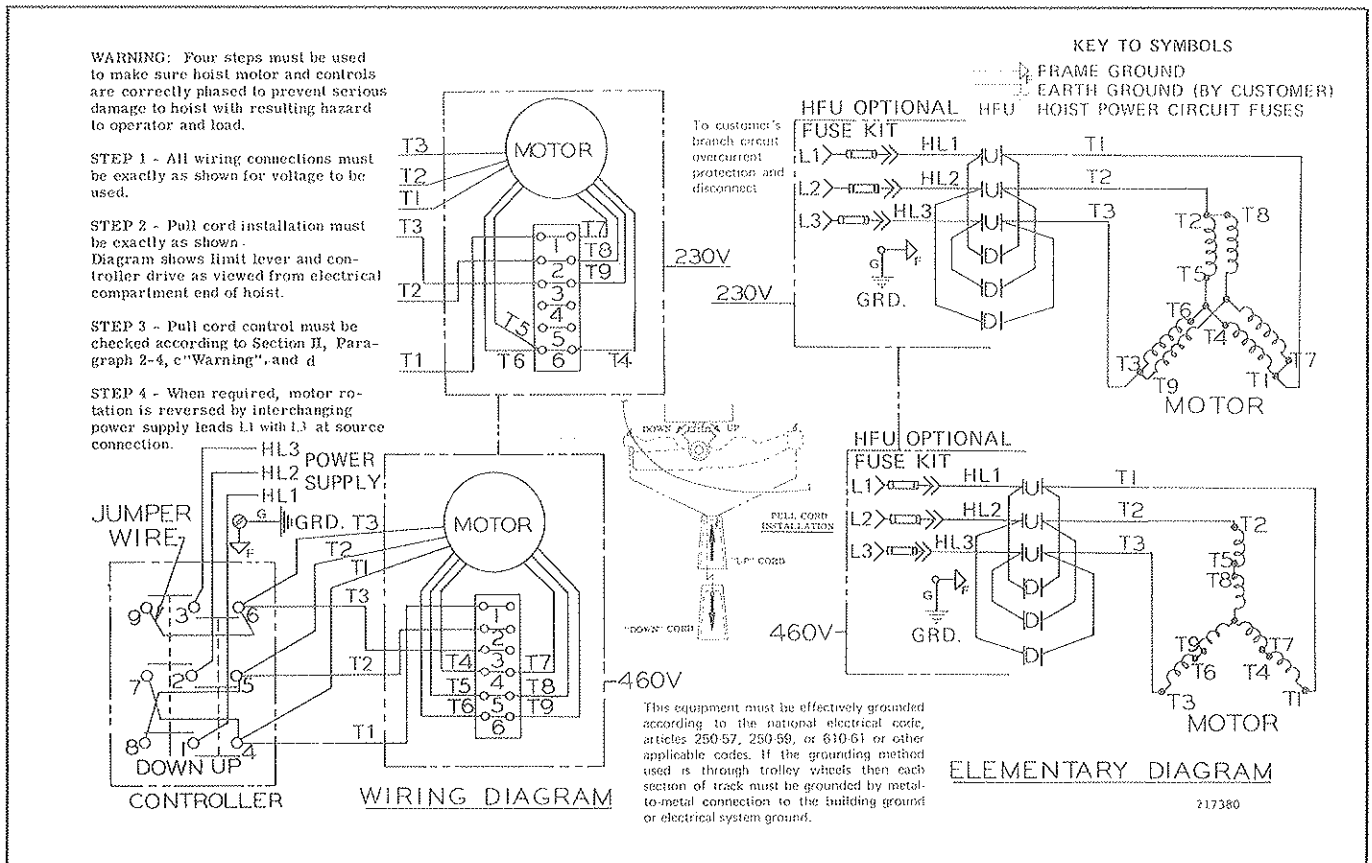


Figure 8-6. Electrical Diagrams for Reconnectable 230/460 Volt, 3 Phase, 60 Hertz A.C. Hoists with Pull Cord Control.

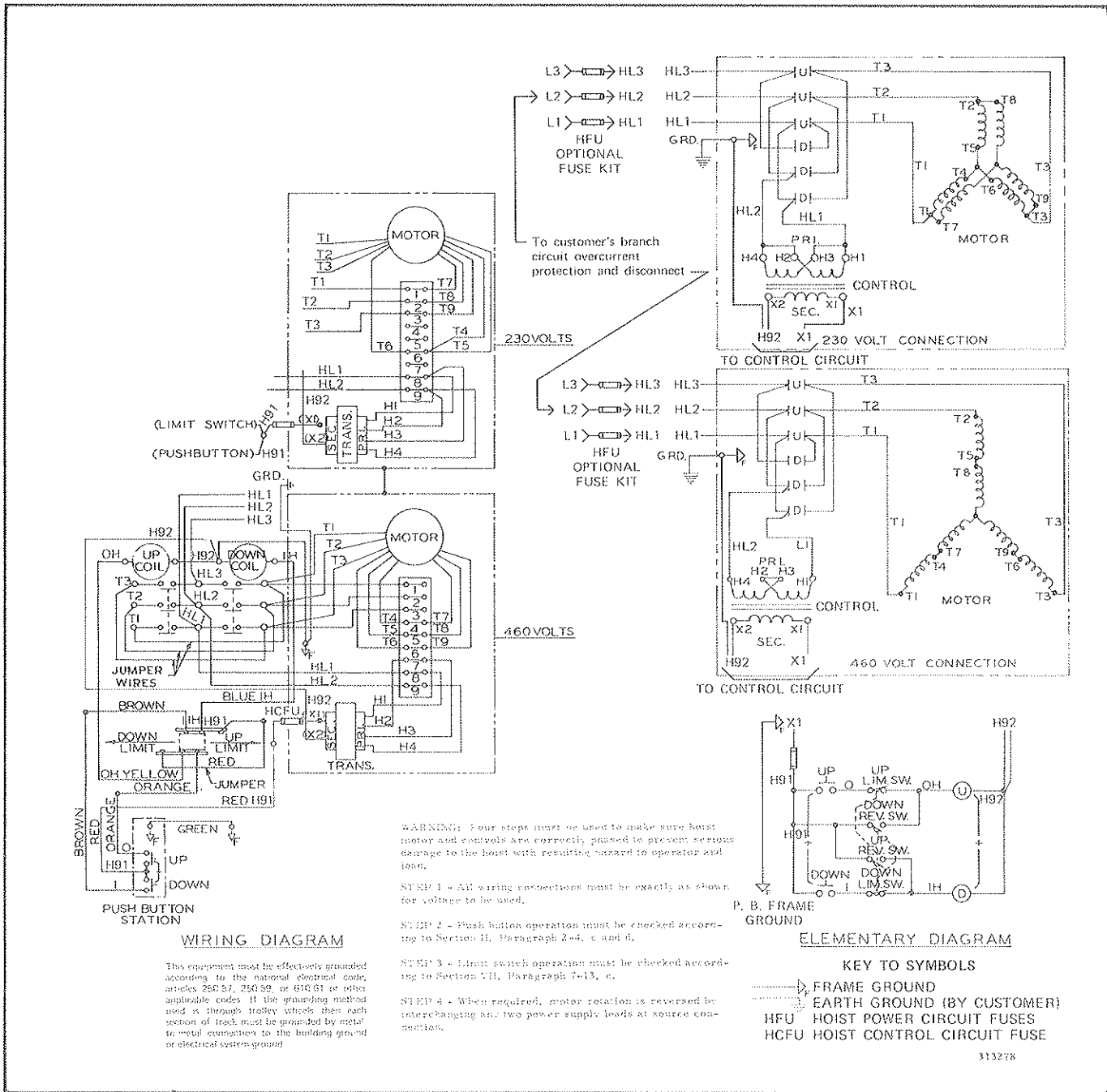
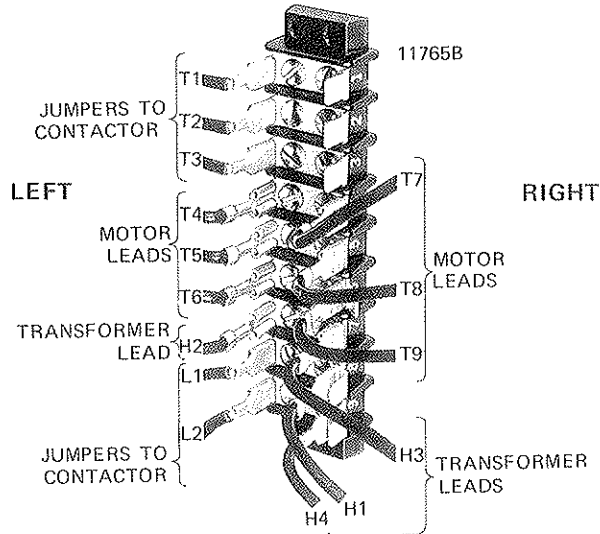


Figure 8-7. Electrical Diagrams for Reconnectable 230/460 Volt, 3 Phase, 60 Hertz A.C. Hoists with Push Button Control

NOTICE

BUDGIT Electric Hoist motors are designed as an integral part of the hoist and should not be serviced in any way beyond the instructions contained in this manual. Complete wound stator winding data and machining information is available to Authorized Repair Stations only.

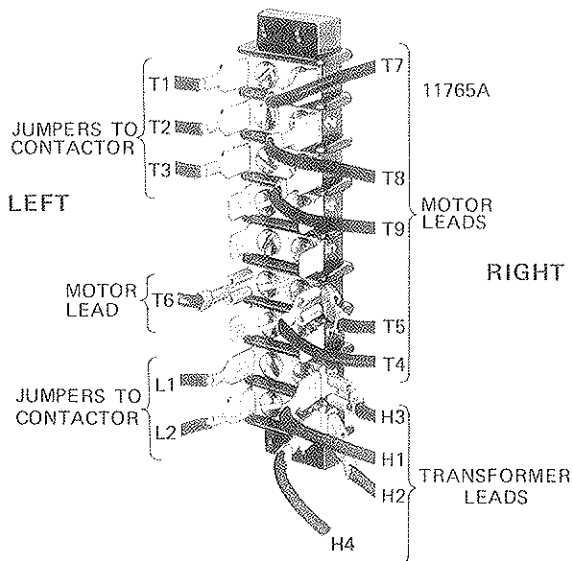
Terminal Boards for Push Button
Hoists Showing Reconnectable Arrangements



460V – 3PH – 60Hz Push Button

TO RECONNECT FROM 460 VOLTS TO 230 VOLTS:

- Move Lead T7 From Terminal 4-Right To 1-Right
- Move Lead T8 From Terminal 5-Right To 2-Right
- Move Lead T9 From Terminal 6-Right To 3-Right
- Move Lead T4 From Terminal 4-Left To 6-Right
- Move Lead T5 From Terminal 5-Left To 6-Right
- Move Lead H2 From Terminal 7-Left To 9-Right
- Move Lead H3 From Terminal 7-Right To 8-Right

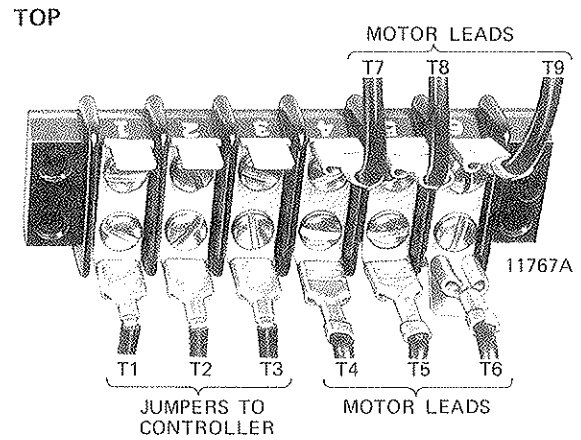


230V – 3PH – 60 Hz Push Button

TO RECONNECT FROM 230 VOLTS TO 460 VOLTS:

- Move Lead H3 From Terminal 8-Right To 7-Right
- Move Lead H2 From Terminal 9-Right To 7-Left
- Move Lead T5 From Terminal 6-Right To 5-Left
- Move Lead T4 From Terminal 6-Right To 4-Left
- Move Lead T9 From Terminal 3-Right To 6-Right
- Move Lead T8 From Terminal 2-Right To 5-Right
- Move Lead T7 From Terminal 1-Right To 4-Right

Terminal Boards for Pull Cord
Hoists Showing Reconnectable Arrangements

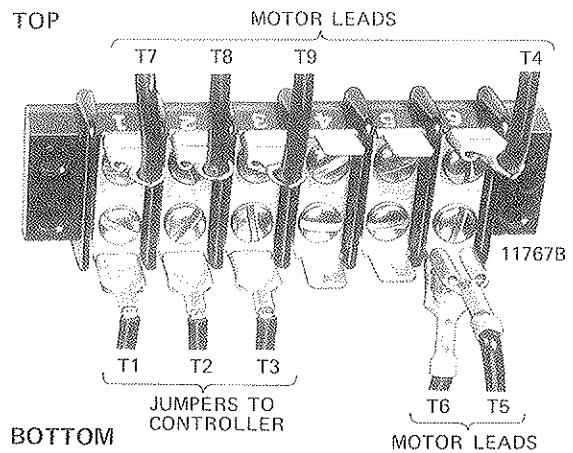


TOP

460V – 3PH – 60Hz Pull Cord

TO RECONNECT FROM 460 VOLTS TO 230 VOLTS:

- Move Lead T7 From Terminal 4-Top To 1-Top
- Move Lead T8 From Terminal 5-Top To 2-Top
- Move Lead T9 From Terminal 6-Top To 3-Top
- Move Lead T4 From Terminal 4-Bottom To 6-Top
- Move Lead T5 From Terminal 5-Bottom To 6-Bottom



BOTTOM

230V – 3Ph – 60Hz Pull Cord

TO RECONNECT FROM 230 VOLTS TO 460 VOLTS:

- Move Lead T5 From Terminal 6-Bottom To 5-Bottom
- Move Lead T4 From Terminal 6-Top To 4-Bottom
- Move Lead T9 From Terminal 3-Top To 6-Top
- Move Lead T8 From Terminal 2-Top To 5-Top
- Move Lead T7 From Terminal 1-Top To 4-Top

Figure 8-8. Terminal Board Connections For Reconnectable Dual Voltage 3 Phase Hoists

AUTHORIZED REPAIR STATIONS

Owners of BUDGIT® and TUGIT® hoisting products may obtain parts and service quickly from our Authorized Repair Stations located in the cities listed below. These Authorized Repair Stations carry comprehensive inventories of BUDGIT and TUGIT Parts, and offer complete repair service by skilled mechanics.

ALABAMA
Birmingham

GEORGIA
Atlanta

MINNESOTA
Minneapolis

OREGON
Portland

ARIZONA
Glendale
Tucson

ILLINOIS
Chicago
Peoria

MISSISSIPPI
Jackson

PENNSYLVANIA
Pittsburgh
Philadelphia
Lancaster
Kingston
Monroeville

ARKANSAS
North Little Rock

INDIANA
Indianapolis
South Bend
Fort Wayne

MISSOURI
Kansas City
St. Louis

NEBRASKA
Omaha

RHODE ISLAND
Providence

CALIFORNIA
Los Angeles
Fresno
Oakland

IOWA
Davenport
Des Moines

NEW JERSEY
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Monroe
Shreveport
Baton Rouge

NEW YORK
Buffalo
Long Island City
Syracuse

TEXAS
Dallas
Houston
Odessa
Lubbock

COLORADO
Denver

MARYLAND
Baltimore

NORTH CAROLINA
Charlotte

UTAH
Salt Lake City

CONNECTICUT
Bridgeport

MASSACHUSETTS
South Boston
Springfield

OHIO
Cleveland
Cincinnati
Toledo
Columbus

WASHINGTON
Seattle

FLORIDA
Miami
Orlando

MICHIGAN
Detroit
Muskegon
Scotts
Lansing

OKLAHOMA
Tulsa
Oklahoma City

WISCONSIN
Milwaukee