

INSTRUCTION MANUAL

AIR MOTOR TROLLEY

MTH-6.3T

WARNING

- Never use the TROLLEY for lifting or transporting people.
- Supply this manual to the user.
- Read this manual before installation, operation, or maintenance.
- Read the AIR HOIST instruction manual when using the TROLLEY with the HOIST.
- Keep this manual available.

ENDO KOGYO CO., LTD.

ENDO

HM-10037c

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SAFETY ALERT SYMBOL AND ALERT SIGNS

Please read this manual carefully and follow its instructions.

The SAFETY ALERT SYMBOL (), WARNING, CAUTION, and NOTE carry special messages.



This SAFETY ALERT SYMBOL is used to call your attention to items or operations that could be dangerous to you or other persons using this equipment.

Please read these messages and follow these instructions carefully.



WARNING : WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.



CAUTION : CAUTION indicates a hazardous situation which, if not avoided, could result in minor or moderate injury, damage or destruction of the equipment and others

NOTE : NOTE indicates a special instruction in operation or maintenance.

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1. Safety Instructions

If the hoist or the trolley is not used correctly, a serious accident may occur, such as dropping the load.

For correct use, carefully read this manual before installation, operation, maintenance or inspection.

Have full knowledge of equipment, safety information and instructions before using the hoist and the trolley.

* After reading, keep this manual where trolley users can access easily.

1.1 General Instructions



WARNING

- Never use the trolley for lifting/lowering or transporting people. Never lift a load near people nor carry a load over people.
- Before installing, operating, maintaining or inspecting the trolley, carefully read and understand all of the instructions in this manual in order to avoid accidents as a consequence of incorrect handling.
- Keep this manual available for all of the people who will install, operate or maintain the trolley.
- Always check the supporting structure for the hoist and the trolley has enough strength.
The customer has the responsibility for this.
- Read the air hoist instruction manual when using the trolley with the hoist.

1.2 Instructions for Safe Operation

If there is any conflict between the instructions in this manual and safety rules of your company, give priority to ones which are more strict than others.

1.2.1 General Handling



WARNING

- Never operate the trolley unless the contents of this manual and the caution plate (warning label) are completely known.
- Never operate the hoist nor sling a load without being qualified. Never allow non-qualified persons to do so.
- Never remove or deface any name plates, caution plates or warning labels which are attached to the trolley.
- Always check the trolley before each work shift, and inspect it periodically.
- Never operate the hoist or the trolley if you are not physically fit to do so.
The operator must have good hearing, vision and depth perception.
- When any instruction signs put on the push button switches such as 'EQUIPMENT BEING INSPECTED' or 'DO NOT RUN', never operate the hoist or the trolley until the sign is removed by the designated person.

1.2.2 Installation



WARNING

- Always employ specialists or well trained persons for installation.
- Never install the hoist or the trolley in any environments which is out of specifications. For example, the hoist and the trolley should not be exposed to rain or water.
- Always install stoppers at the ends of the rail for traveling or traversing.
- Always check the supporting structure for the hoist and the trolley has enough strength.
- Make the hoist able to swing freely when using the trolley with the hoist.

1.2.3 Air Pressure



WARNING

- Always keep the working air pressure no greater than 0.6MPa {6kgf/cm²}

1.2.4 Operation and Handling



WARNING

- Never lift a load greater than the rated capacity of the trolley.
 - * The rated capacity is marked on the trolley body.
- Never stand on a suspended load.
 - Never use the trolley for transporting people.
- Always stand clear of the load.
 - Never walk under a suspended load, and keep out of its area of projection.
 - Never place hands, feet, etc., under or between suspended loads.
- Never operate the hoist or the trolley when anyone is in the traveling area of the load.
- Always check there are no objects in the way of the load or the load hook of the hoist when moving the hoist.
- Never carry a load over people.
- Never leave a load suspended for any extended period.
- Always pay attention to the load at all times when operating the hoist or the trolley.
- Never swing the load or the load hook of the hoist when moving the hoist or the trolley.
- Never use the upper and lower limit switches of the hoist as a means of stopping the hoist. They are for emergency stop only.
- Never pull a load at an angle.
 - Never lift a load when the load hook of the hoist is not over the load's center of gravity.
 - * Always move the hoist over the loads' center of gravity before lifting.
- Never use the wire rope of the hoist as a sling nor allow it to touch structures having a sharp edge.
- Never do earth lifting (lifting locked loads).

- Never turn over a suspended load.
 - * Always employ special equipment in case of turn over work.
- Always check movement of the push button switches before operation. Never operate the hoist or the trolley if the push button switches do not move smoothly.
- Stop the hoist or the trolley immediately when operating directions are contrary to the indications marked on the push button switches.
- Always check operation of the brake before using the hoist or the trolley.
 - Never use the hoist or the trolley if the brake does not work well.
- Never operate the hoist or the trolley when damaged or abnormal sound/vibration occurs.
- Never operate the hoist or the trolley when the wire rope or the load chain of the hoist is in any of the following conditions:
 - Wire rope; ① Kinked, deformed or corroded.
 - ② The number of broken wires or the reduction of diameter reaches the service limit.
 - Load chain; ① Twisted, kinked, deformed, damaged, cracked or improperly engaged on the chain wheel.
 - ② The elongation or the reduction of diameter reaches the service limit.
- Never perform cutting work on a suspended load.
- Never perform electrowelding work on a suspended load.
- Never use the wire rope or the load chain of the hoist as a ground for welding.
- Never attach a welding electrode to the wire rope or the load chain of the hoist.
- Never lift any single load with 2 or more hoists.
- Never lock the push button switches.
 - * The hoist and the trolley must be operated by the operator himself/herself at all times.



CAUTION

- Never use the hook of the hoist with a damaged or malfunctioning hook latch.
- Always operate the hoist and the trolley carefully during lifting and lowering operations.
 - Never start, stop or reverse the hoist or the trolley suddenly.
- Never allow the suspended load to touch the nearby structure or power lines, etc.
- Never jerk the hose of the push button switches nor catch it on the nearby structure.
- Never allow the hoist or the trolley to collide with the stopper on the I-beam (rail) or the structure.
- Never use the load chain of the hoist as a sling.
- Never allow the load chain of the hoist to touch structure having a sharp edge.
- Never allow the suspended load or the slings to touch the chain bucket of the hoist.
- Always check the load hook of the hoist can swivel smoothly before operating the hoist.
- Always position the slings at the center of the load hook.

- When starting to lift, stop the hoist once as the wire rope or the load chain of the hoist becomes tensioned.
 - * Never jerk the hoist. Carefully take up the slackened wire rope or load chain.
- Always check the load-lifting height of the hoist is enough for required work.

1.2.5 Maintenance, Inspection and Alterations



WARNING

- Never alter the trolley, hoist or their accessories.
- Always use genuine parts for replacement.
- Never cut or splice the load chain of the hoist.
- Always shut off the air supply before carrying out maintenance, inspection or repair.
- Always employ specialists or well trained persons for maintenance, inspection and repair.
- Always remove the load from the trolley before maintenance, inspection or repair.
- Always disassemble the trolley on the floor.
- If any problems are detected during maintenance or inspection, never use the hoist and the trolley but correct and repair the problems immediately.
- Periodically, inspect the hoist and the trolley thoroughly and replace any worn or damaged parts.
- Stretched, worn or damaged hooks should be discarded.
Never attempt to repair it, just replace it with a new hook.
- Always put up an instruction sign ('EQUIPMENT BEING INSPECTED', 'DO NOT OPEN THE VALVE', etc.) before carrying out maintenance, inspection or repair.
- Never do anything if you have any questions about the hoist or the trolley, please do not hesitate to contact your dealer or us.



CAUTION

- Follow the lubrication instructions.
- Never operate the hoist without lubricator and filter.

2. Product Description

2.1 Names of Main Parts

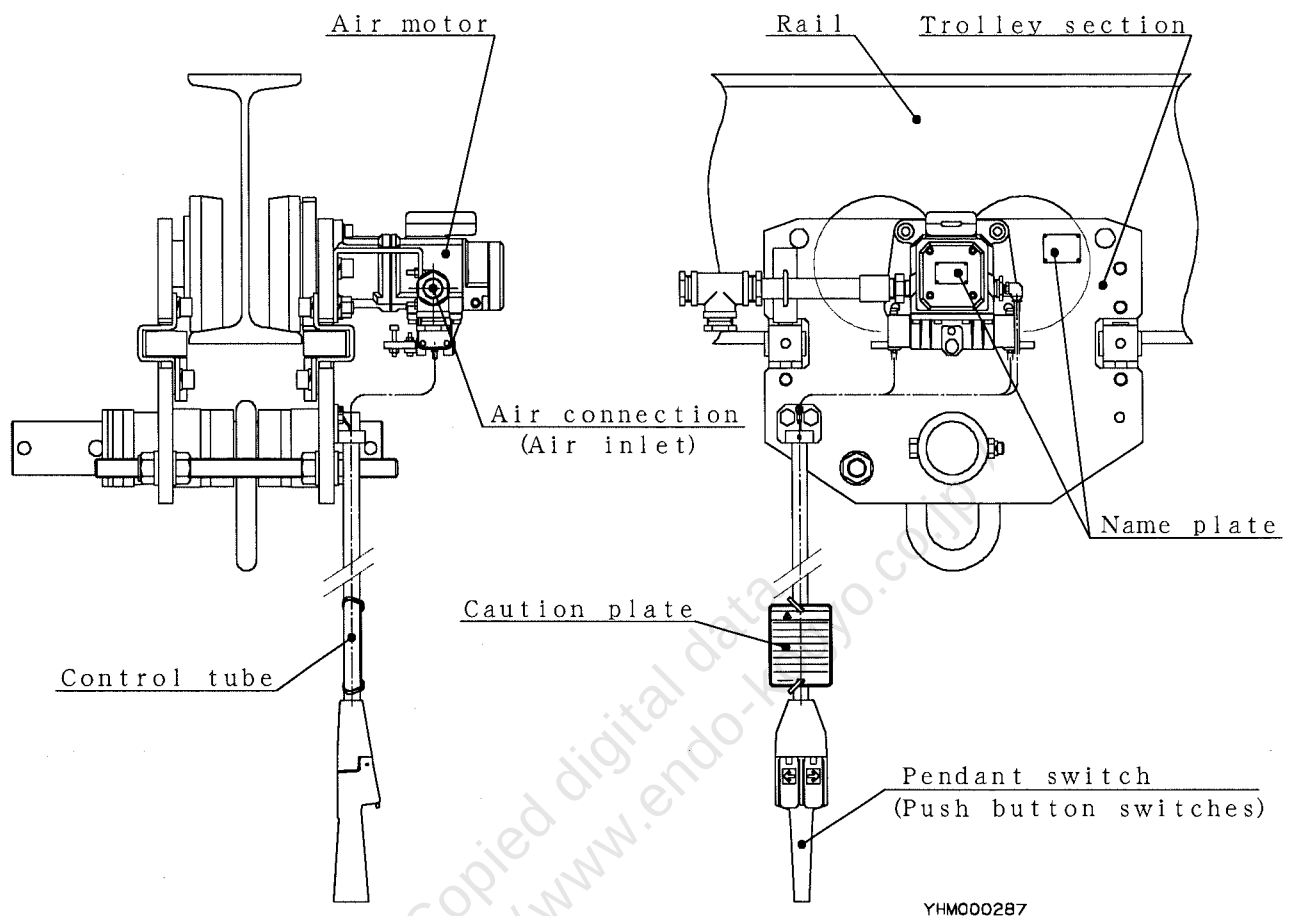


Fig. 1

2.2 Specifications

Model	MTH-6.3T		
Rated load	kg	6300	
Air pressure	MPa (kgf/cm ²)	0.4 (4)	0.5 (5) 0.6 (6)
Traveling speed	m/min	17	18 19
Air consumption	m ³ /min [normal]	1.05	1.30 1.6
Rail width	mm	150 · 175 · 190	
Minimum radius for curve	mm	2500	
Air connection		Rc 3/4	
Mass	kg	Approx. 127	

Working conditions

Application area : Indoor and normal atmospheric conditions

Temperature range: - 10℃ to + 50℃

3. Checks and Instructions before Installation

3.1 Checks of the Product

- Check the delivered trolley is what you ordered (check the name plate).
- Check there was no damage or deformation on the trolley during transportation.

3.2 Instructions on Working Conditions



WARNING

- Never install or use the trolley under the following conditions:
 - Low temperature below - 10℃, high temperature above + 50℃ or high humidity above 90%
 - * The parts will be seriously damaged, and strength deterioration will occur, causing danger.
 - Acidic, salty or other corrosive atmospheres
 - * The parts will rust or be seriously damaged, and strength deterioration will occur, causing danger.
 - Weathered area directly catching rain or snow
 - * The parts will rust and malfunction, and strength deterioration will occur, causing danger.
 - Dusty atmosphere
 - * Cause of malfunction.
- Under hostile environments, the mechanical parts of the trolley may be seriously damaged.
Therefore, frequently check the trolley is maintained in normal conditions at all times.
- When using the trolley outdoors, always make a shelter with a roof for protecting the trolley against rain and snow to prevent inner parts from rust.

4. Installation



WARNING

Always employ specialists or well trained persons for installation.

4.1 Check of Supporting Structure



WARNING

Always check the supporting structure for the trolley has enough strength.

The customer has the responsibility for this.

4.2 Preparation of Rail for Trolley

When using an I-beam as a rail, install the I-beam according to Table 1 and Figure 2.

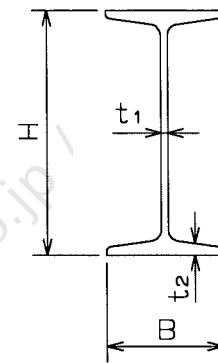
■ Table 1 shows the allowable maximum span depending on the dimensions of the I-beam and the rated load.

* "Span" means a distance between two supports for the I-beam.

■ Contact your dealer or us when using an I-beam not shown in Table 1.

Table 1 Allowable maximum span Unit:m

Dimensions of I-beam (mm) $H \times B \times t_1 \times t_2$	Rated load (ton)	
	3	6
$200 \times 150 \times 9 \times 16$	3.7	2.7
$300 \times 150 \times 8 \times 13$	5.4	4.0
$300 \times 150 \times 10 \times 18.5$	6.2	4.6
$300 \times 150 \times 11.5 \times 22$	6.7	5.0
$350 \times 150 \times 9 \times 15$	6.8	5.0
$350 \times 150 \times 12 \times 24$	8.2	6.2
$400 \times 150 \times 10 \times 18$	8.4	6.3
$400 \times 150 \times 12.5 \times 25$	9.5	7.2
$450 \times 175 \times 11 \times 20$	10.5	8.0
$450 \times 175 \times 13 \times 26$	11.5	8.9
$600 \times 190 \times 13 \times 25$	15.5	12.3
$600 \times 190 \times 16 \times 35$	17.0	13.8



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Fig. 2

* Above table is based on the following calculation: $\text{sag} / \text{span} \leq 1 / 800$

4.3 Adjustment of Trolley Width

The trolley width has been adjusted to fit an I-beam width of 150 mm before shipment.

Adjust the trolley width for other I-beam widths before installation.

The trolley width can be changed by moving Spacers(18) and Spacers(21).

Referring to Table 2 and Figure 3, adjust the trolley width using the following procedure.

WARNING

Never use the hole ⑥ for adjusting the trolley width.

It is for installation work only and doesn't have enough strength, it will cause personal injury if used.

- 1) Remove U-nut(28) and Plain washer(27) from the Frame(12) side of Bolt(25), and move Hex. nut(26) and Bushing(24) to avoid disturbing adjustment work.
- 2) Remove Split pin(23) which is temporarily fixed on Pin(22), and remove Pin(22).
- 3) Remove Frame(12), Spacers(21), Spacers(18), Spacers(19) and Link(20) from Shaft(14).

- 4) Attach Spacers (18) and Spacers (21) to Shaft (14) according to Table 2 and Figure 3, and attach Spacers (19) and Link (20).
- 5) Attach Frame (12) on Shaft (14).
- 6) Insert Pin (22) into the hole ④ of Shaft (14), and fix with Split pin (23).

NOTE:

- When installing the trolley from the rail end, securely bend Split pin (23).
- When installing the trolley on the middle of the rail, slightly bend Split pin (23) to avoid slipping out.
- 7) Move and insert Bushing (24) into Frame (12), and move Hex. nut (26) to Frame (12).
- 8) Attach Plain washer (27) and U-nut (28) to Bolt (25), and secure Frame (12) with Hex. nut (26) and U-nut (28).

At this point, adjust the trolley width so the two frames become parallel and Spacers (18) and Spacers (21) can be rotated by hand.

NOTE:

- When installing the trolley from the rail end, securely tighten Hex. nut (26) and U-nut (28).
- When installing the trolley on the middle of the rail, tighten Hex. nut (26) and U-nut (28) after installing the trolley on the rail.

Table 2 Rail width and number of spacers

Rail width (mm)	Spacers (18)			Spacers (21)		
	③	④	⑤	③	④	⑤
150	1	1	2	0	0	2
175	2	2	0	0	0	2
190	2	2	0	1	1	0

(Note) Contact us if your rail width is not shown above.

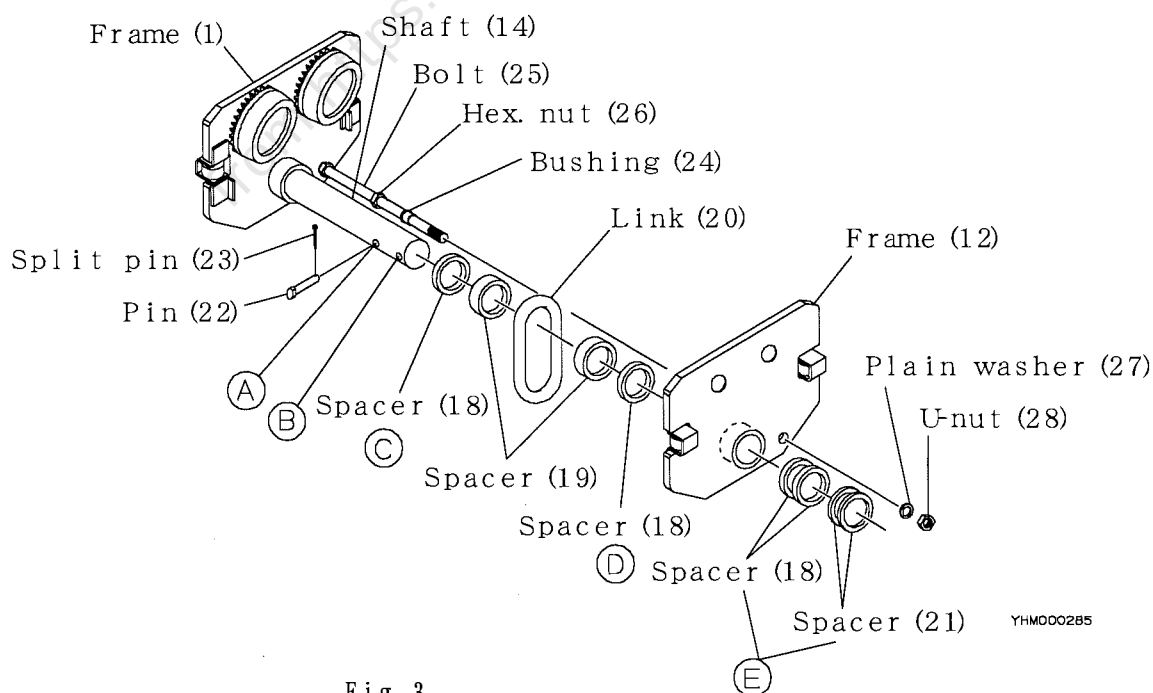


Fig. 3

- 9) The position of Bolt (25) have been adjusted before shipment as shown in Figure 4.
Readjust the positin as shown in Figure 4 if Bolt (25) was moved during adjustment.

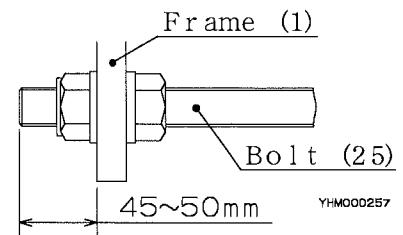


Fig. 4

4.4 Installation of Trolley on Rail

■ When installing the trolley from the rail end:

- (1) Remove the stopper from the rail end and install the trolley.
- (2) Install the stopper at the rail end and fix securely.

■ When installing the trolley on the middle of the rail (See Figures 3 and 5):

- 1) Remove Split pin (23) from Pin (22).
- 2) Remove Pin (22) from the hole ㊶ and inset it into the hole ㊷ of Shaft (14). Attach Split pin (23) to pin (22), and slightly bend Split pin (23) to avoid slipping out.
- 3) Widen the distance between Frame (1) and Frame (12), and put the wheels of Frame (1) on the rail.
- 4) While keeping the wheels of Frame (1) on the rail, push Frame (12) and put the wheels of Frame (12) on the rail.
- 5) Remove Split pin (23) from Pin (22).
Remove Pin (22) from the hole ㊷ and inset it into the hole ㊶ of Shaft (14).



WARNING

Never operate the trolley while Pin (22) being inserted into the hole ㊷. The hole ㊷ is for installation work only and doesn't have enough strength, it will cause personal injury if operated.

- 6) Fix Pin (22) with Split pin (23). Securely bend Split pin (23).
- 7) Move and insert Bushing (24) into Frame (12), and move Hex. nut (26) to Frame (12).
- 8) Attach Plain washer (27) and U-nut (28) to Bolt (25), and secure Frame (12) with Hex. nut (26) and U-nut (28).
At this point, adjust the trolley width so the two frames become parallel and Spacers (18) and Spacers (21) can be rotated by hand.

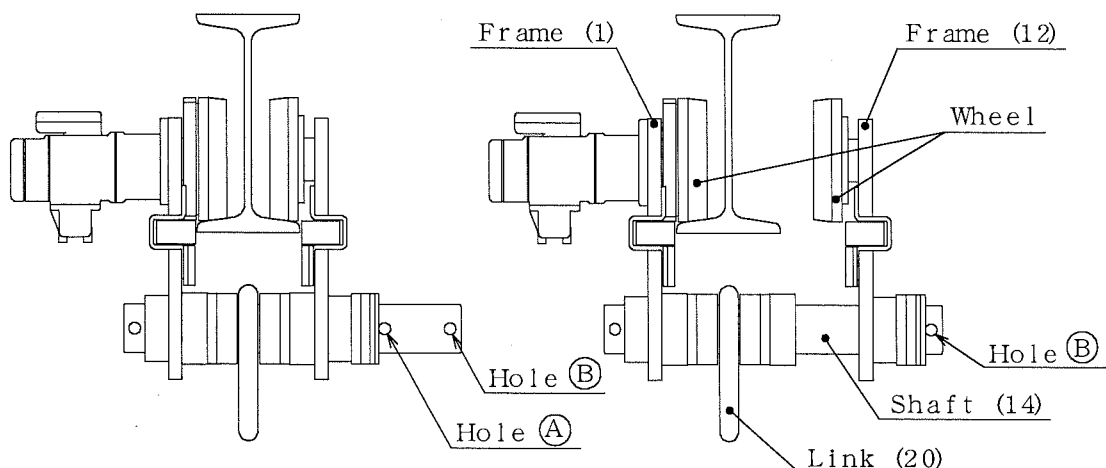


Fig. 5

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4.5 Installation of Stoppers at Rail Ends



WARNING

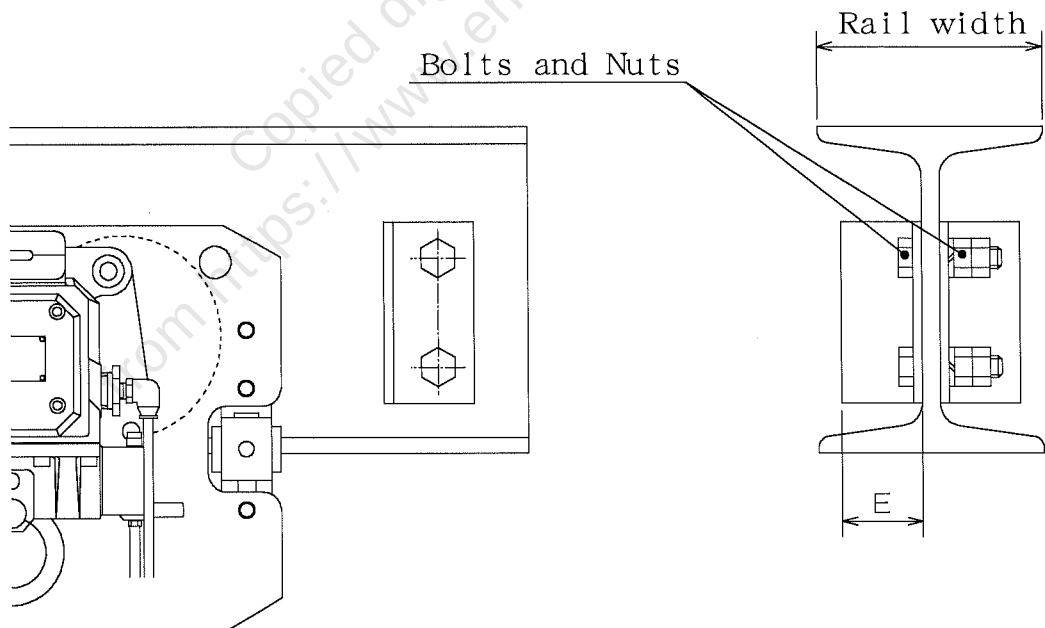
Always install stoppers at the rail ends to prevent the trolley from falling.

- Prepare stoppers according to Table 3 and Figure 6.
Decide the mounting position depending on the wheel size.
- Install the stoppers so the wheels on both sides touch the stoppers at the same time.
- Painting the stoppers with the color different from the rail is recommended to call attention for avoiding collision.

Table 3

(mm)

Rail width	Dimensions of equal leg angle	Dimension E	Size of bolts and nuts
150	$65 \times 65 \times 8$	65	M20
175	$75 \times 75 \times 9$	75	M20 or M24
190	$90 \times 90 \times 10$	80	M24



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Fig. 6

4.6 Installation of Pendant Switch

- When using the trolley with the Endo hoist and controlling them with the four-buttons pendant switch (see Figure 7.):
- (1) Remove Cover (B) from Valve housing (A) of the hoist.
 - (2) Remove Cover (D) from Cylinder holder (C).
 - (3) Install Cylinder (E) and Cylinder holder (C) together with Cover (F) on Valve housing (A).
 - (4) Connect the control tubes after installing the hoist.
- Refer to Section 4.8 "Air Connection".

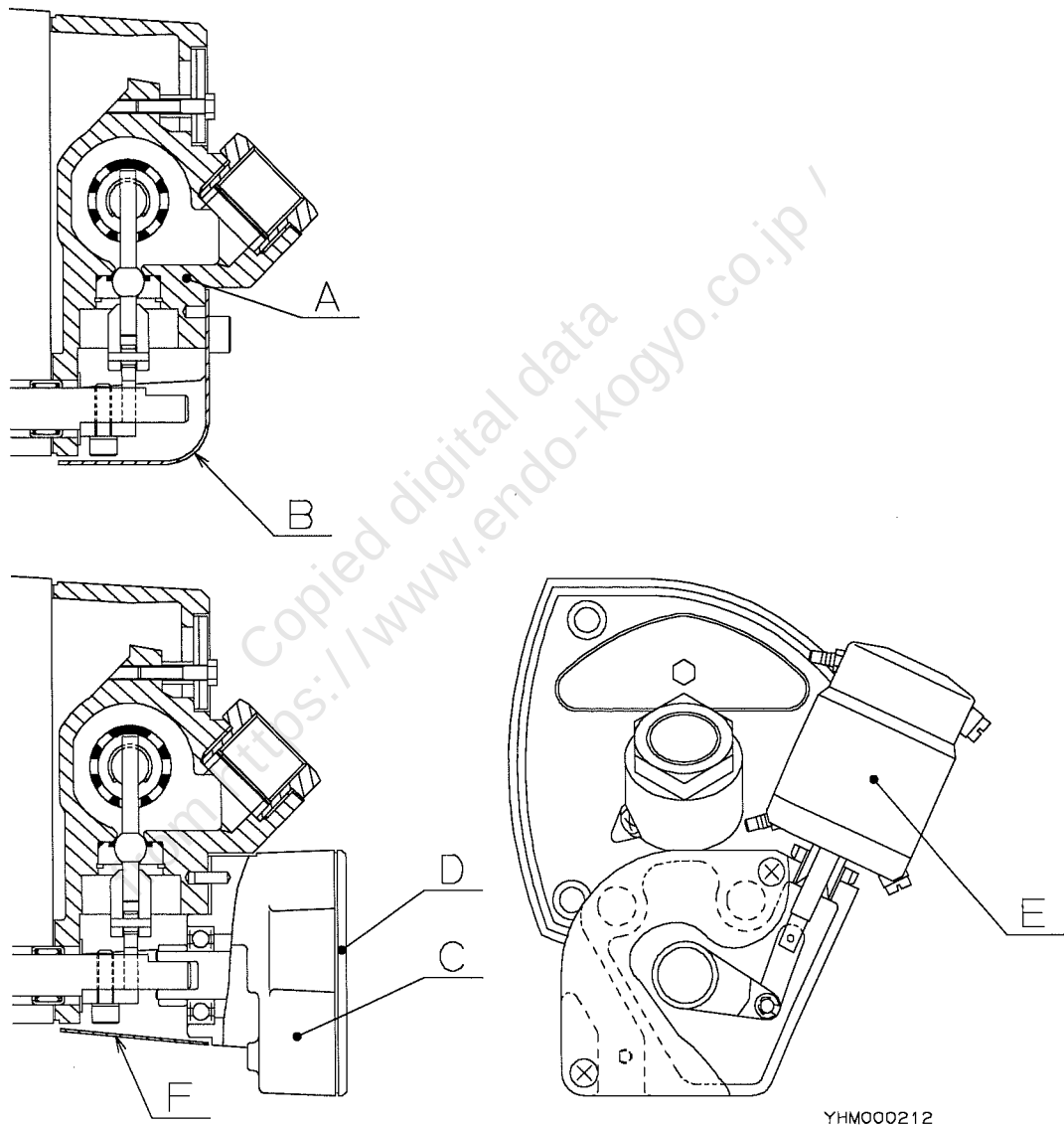


Fig. 7

- When controlling the trolley and the hoist with the individual two-buttons pendant switches:
- Install the pendant switch for the hoist according to the instruction manual of the pendant switch.

4.7 Checks and Instructions before Air Connection



WARNING

The trolley and the hoist are designed to operate within a working air pressure range of 0.4~0.6 MPa [4~6 kgf/cm²].

Always keep the working air pressure no greater than 0.6 MPa.

If necessary, use an air regulator for reducing air pressure.

- Check sufficient air can be supplied to the operating area of the trolley. When using the trolley with the hoist, also check sufficient air can be supplied to the hoist. Compare the air supply from the compressor to the air consumption of the trolley and the hoist. For a pipe of excessively small diameter or of great length, the pressure drop can become large enough to prevent the specified performance.
- When using the trolley alone, use an air hose whose inside diameter is at least 12.5 mm (1/2 inches). When using the trolley with the hoist, use an air hose whose inside diameter is at least 19 mm (3/4 inches).
- Before connecting the air hose or pipe to the trolley or the hoist, be sure to flush out or blow out with air to prevent the invasion of foreign matter (dust, etc.) into the air motors.
- Compressed air supplied to the trolley and the hoist should be free from moisture or foreign matter. Install an air filter to eliminate them from air supply.
- Install a lubricator to feed lubricant to the air motors. See Chapter 8, Section 8.1 "Lubrication". (Do not operate the trolley and the hoist without lubricant.)
- Connect the air filter, regulator and lubricator as close to the trolley and the hoist as possible.
- When the air hoses are connected to the trolley and the hoist, pour about 10 drops of lubricant into the air connections of the trolley and the hoist. (See Chapter 8, Section 8.1 (4) "Recommended Lubricants".)
- Install a dump valve (drain valve) at the lowest point in the piping.

4.8 Air Connection (See Figure 8)

- (1) Connect the hose to the trolley and the hoist, and fix the hose with the hose clips.

Pay attention to the mounting directions of the trolley and the hoist.

- (2) Install the pendant switch in the following manner:

- a. Insert the control tube compl. into the bracket, and fix with the set screw.

When installing the four-buttons pendant switch, remove the spacer from the bracket before installation.

When installing the individual two-buttons pendant switches for the trolley and the hoist, install the pendant switch for the hoist according to the instruction manual of the pendant switch.

- b. Connect the nylon tubes to the trolley and the hoist according to the difference of colors.
- c. Run the nylon tubes along the hose from the trolley to the hoist, and band the nylon tubes and the hose with the convex belts. Do not tighten the convex belts too tight.

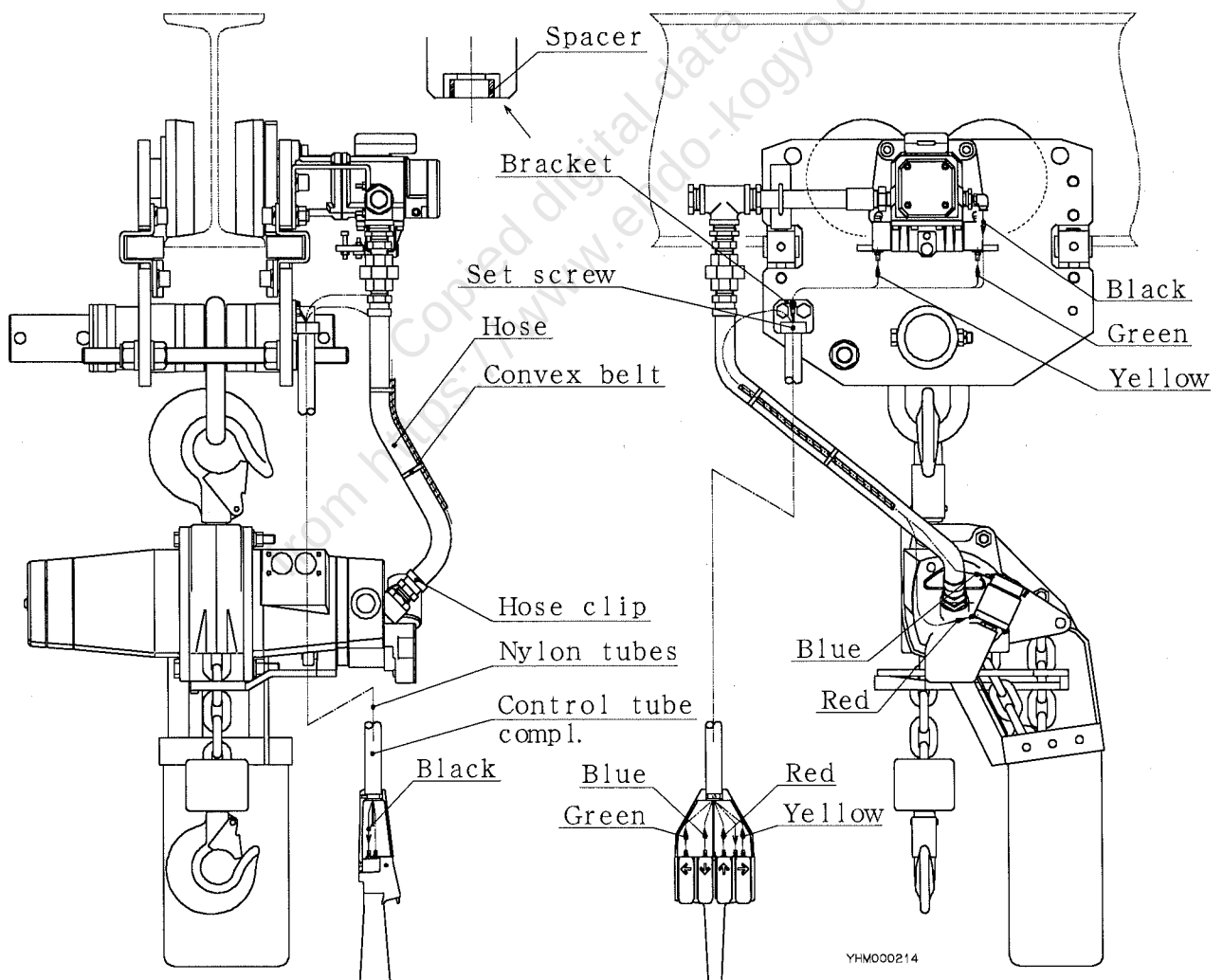


Fig. 8

5. Checks after Installation and Test Run

5.1 Check of Stoppers

Check the stoppers are installed at the rail ends.

5.2 Check of Load Chain of the Hoist

Check the conditions of the load chain of the hoist according to the air hoist instruction manual.

5.3 Check of Hoisting Operation and Hoisting/Lowering Limit Switches of the Hoist, and Check of Traveling Operation of the Trolley

Check the following under a non-loading condition:

- Check the push button switches for correct operation.
Push the button and check the operating direction of the trolley or the hoist is correct. If incorrect, the connection of the nylon tubes is wrong. Connect the nylon tubes correctly according to Chapter 4, Section 4.8 "Air Connection".
Check all the buttons for lifting, lowering, and traveling.
The arrows on the buttons indicate the traveling directions of the trolley viewed from the air motor side as shown in Figure 8.
- Repeat up/down operations of the hoist several times at low speed, then go to the full-speed operation.
Check the speed can be changed from low to high speed by controlling the pushing force on the push button switches.
- Check the hoisting/lowering limit switches of the hoist function correctly according to the air hoist instruction manual.
- Repeat forward/backward operations of the trolley several times at low speed, then go to the full-speed operation.
Check the speed can be changed from low to high speed by controlling the pushing force on the push button switches.
- Check the lubricator is feeding lubricant to the air motor while operating the trolley or the hoist.
(See Chapter 8, Section 8.1 "Lubrication".)
- Run the trolley over the entire length of the rail to check the condition of the rail and the length of air hoses.

5.4 Load Test

- Lift the rated load a few inches off the floor and check braking ability of the hoist to stop and hold the load without excessive drift.
Then run the trolley forward and backward, and check braking ability of the trolley.
Run the trolley over the entire length of the rail to check the condition of the rail.
- Lift 125 % of the rated load and check the operation.
This test should be performed for the safety check concerning the trolley, the hoist, the rail, etc.

6. Checks before Operation



WARNING

- Always execute the following checks at the beginning of each work shift.
- If a malfunction occurs during the operation of the hoist or the trolley, stop operation immediately and take the necessary steps to rectify the problem.
Never operate the hoist and the trolley if damaged or malfunctioning.
This is a serious hazard and could result in personal injury or death.
- Always execute checks before each work shift for the hoist according to the air hoist instruction manual.

6.1 Check before Start up

- (1) Check the frames of the trolley are not deformed.
- (2) Check the wheels and the rollers of the trolley are not worn.
- (3) Check the wheel teeth are greased.
- (4) Check the link, on which the hoist is installed, is not damaged or worn.
- (5) Check bolts, nuts and split pins, which are visible from outside, are not missing or loose.
- (6) Check the rail is not damaged.
Check the stoppers are not missing or deformed.

6.2 Check by Idling Operation

- (1) Check the push button switches can be easily operated and the traveling directions of the trolley are correct as indicated.
Check the traveling speed can be changed from low to high speed by controlling the pushing force on the push button switches.
- (2) Check the trolley is not abnormally noisy or vibrating.

6.3 Check by Load Operation

- (1) Lift the rated or near the rated load a few inches off the floor, then run and stop the trolley to check braking ability of the trolley.
- (2) Check the trolley is not abnormally noisy or vibrating.

7. Periodic Inspections



WARNING

- Always put up an instruction sign ('EQUIPMENT BEING INSPECTED', 'DO NOT RUN', etc.) on the push button switches before carrying out inspections.
- Periodically, inspect the trolley thoroughly and replace any worn or damaged parts.
- Always shut off the air supply before carrying out inspections.
Exceptions are checks or inspections of the push button switches, brake, etc., during that the trolley should be operated.

- Preparing a special table for inspection is recommended.

■ Monthly Inspection

Inspect the trolley at least once a month. Correct and repair any problems which are detected.

- Required interval for inspection depends on the operating environment, operating frequency, and loading conditions of the trolley.

Therefore, make the inspection interval shorter according to your operating condition.

- For inspection items and methods, see Chapter 8, Section 8.2 "Inspection".

■ Annual Inspection - Disassembly is required

Completely disassemble the trolley at least once a year for inspection and maintenance. Correct and repair any problems which are detected.

- Required interval for inspection depends on the operating environment, operating frequency, and loading conditions of the trolley.

Therefore, make the inspection interval shorter according to your operating condition.

- For inspection items and methods, see Chapter 8, Section 8.2 "Inspection".

■ Service Limit of Parts

If any part is found to be worn beyond its service limit in the monthly, annual, or other inspections, never reuse it.

8. Maintenance and Inspection



WARNING

- Never alter the trolley, hoist or their accessories.
- Always remove the load before maintenance, inspection or repair.
Exception is an inspection of brake, etc.
- Always put up an instruction sign ("EQUIPMENT BEING INSPECTED", "DO NOT OPEN THE VALVE", etc.) before carrying out maintenance, inspection or repair.
- Always shut off the air supply before carrying out maintenance, inspection or repair.
Exceptions are checks or inspections of the push button switches, brake, etc., during that the trolley should be operated.
- Always employ specialists or well trained persons for maintenance, inspection and repair.
- Always disassemble the trolley on the floor.
- Always use genuine parts for replacement.
- Replace any parts damaged or worn beyond its service limit.
- Always execute the idling test and the rated load test after disassembling the trolley for maintenance or inspection.
See Section 8.2 (12) "General Operation Inspection".
- For maintenance, inspection and repair of the hoist, see the air hoist instruction manual.

Always use the trolley correctly for safety and getting the best service.

8.1 Lubrication

(1) Air Motor

- To prevent the air motor from dry operation, continuously lubricate using a lubricator.
- Adjust the frequency and volume of lubrication at the lubricator so that one drop of lubricant might fall off from the nozzle when the trolley works with no load at one meter traverse 3 times.

- Periodically check the oil level in the lubricator, and replenish if necessary.
Never allow the oil level to go below the indicated line.
- Periodically remove drain water deposited in the air filter bowl.



CAUTION

Always shut off the air supply before putting lubricant in the lubricator.

(2) Reduction Gear Unit

- The reduction gear has been greased before shipment.
Replace grease in the reduction gear when the trolley is disassembled for maintenance or inspection. Daily lubrication is not required.
- Required quantity of grease is 75 mL (75 cm³).

(3) Brake Unit

- Each time the trolley is disassembled for inspection, maintenance or repair, completely clean the inner mechanism and reapply lubricant.
For lubricating position, see Chapter 8.2 (1) "Inspection of Brake and Service Limit".
- For lubricant, use lithium saponified silicon grease corresponding to the No.2 class of NLGI (National Lubrication Grease Institute).
For example, use "Molykote Grease 33".

(4) Recommended Lubricants

The following table shows the recommended lubricants.
Always use the same type or equivalents recommended by the oil manufacturer.

Manufacturer	Air motor (Lubricator)	Reduction gear and Bearings
Exxon Mobil	Mobil DTE Light	Mobilux EP2
Cosmo Oil	COSMO ALLPUS32	COSMO GREASE DYNAMAX EP No. 2
JX Nippon Oil & Energy	FBK OIL R032	EPNOC GREASE AP(N) 2
Shell	Tellus S2 M32	Alvania Grease EP2

8.2 Inspection

(1) Inspection of Brake and Service Limit

Disassemble the brake and inspect the lining and component parts.

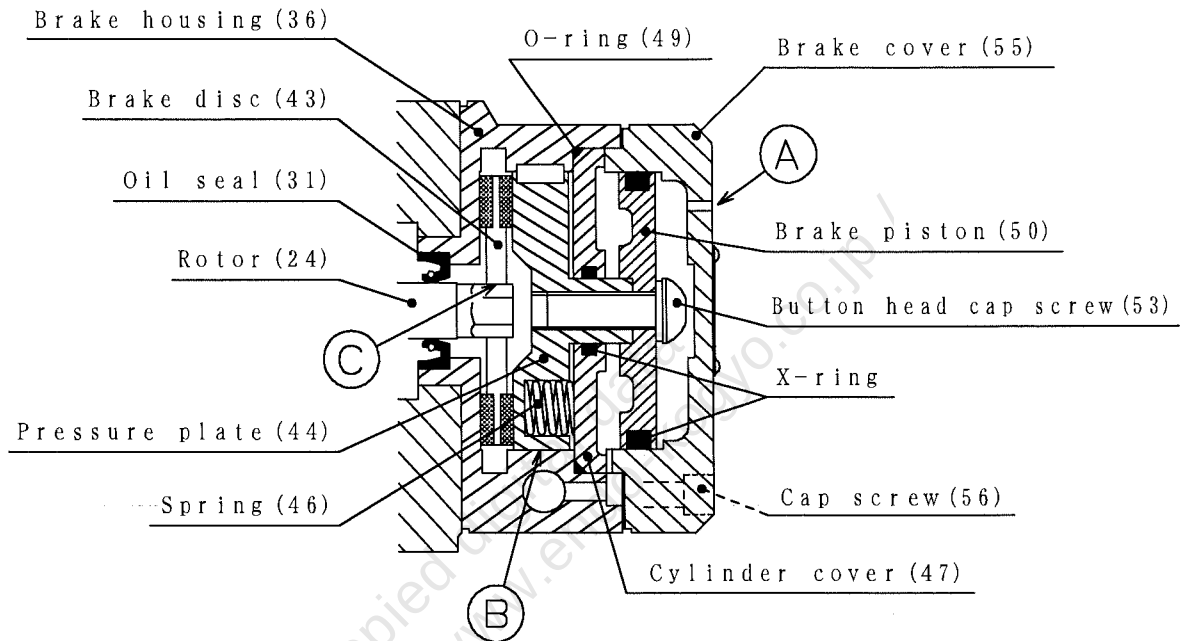
■ Disassembly of Brake (See Figure 9)

- 1) Loosen Cap screws (56) sequentially by 1/6 turns, and remove Brake cover (55).
- 2) Remove Brake disc (43) from Brake housing (36).
Check lubricant in the air motor has not leaked through Oil seal (31) when removing Brake disc (43).

- 3) If lubricant leakage is found, remove Brake housing (36).
- 4) Clean each part.

NOTE:

- Never use solvent when cleaning Oil seal (31), X-rings, or O-ring (49).
- If oil adheres to the lining, wipe off with a cloth wetted with solvent.
- Be careful to prevent solvent or foreign matter entering the air circuit of the brake.

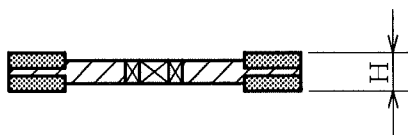


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Fig. 9

- Inspections should be performed on all parts, checking cracks, flaws, deformation and wear. In particular, check the following items:
 - Does wear on the lining reach the service limit?
 - Are Springs (46) decayed, cracked or flawed?
 - Are there any pressed marks or cracks at the engaged part © between Brake disc (43) and Rotor (24)?
 - Is the air exhaust hole (A) on Brake cover (55) open?
 - Are there flaws, deformation or wear on Oil seal (31) or X-rings?
- Are there any flaws on the rotor surface where Oil seal (31) rests?

■ Wear Limit of Lining



(mm)		
	Standard dimension	Service Limit
H	7.5	5.5

■ Solution

- Replace cracked, flawed, deformed or worn parts.
- Replace Oil seal (31), if lubricant has leaked from the air motor.
Wipe up any oil adhering to the lining, etc., by using a cloth wetted with solvent.
If Rotor (24) is worn or flawed, replace it with a new one.
- Replace Brake disc (43) if wear on the lining reaches the service limit.
Even if wear is close to the service limit but not reaching, replacement is recommended.
- Replace Springs (46) at the same time as Brake disc (43).
- Replace all Springs (46) at the same time.

■ Reassembly

- See Chapter 10, Section 10.2 "Reassembly" for reassembling procedure.
- Apply "Molykote Grease 33" to the sliding surface of X-rings, the sliding surface ⑤ of Pressure plate (44) and Brake housing (36), and the engaged part ⑥ between Brake disc (43) and Rotor (24) before assembly.
(See Section 8.1 "Lubrication".)
- Thinly coat the sliding surface ⑤ and the engaged part ⑥ with grease.
- The brake is a self-adjust system. Therefore adjustment is not required.

(2) Inspection of Pendant Switch

- Is the control tube damaged, or is the connection part loose?
- Is the protection tube broken or bent?
- Do the push buttons correctly return to the neutral position after being pushed?
- Is there any damage to the switch case?
- Are the retaining rings missing, or are the bolts loose?

(3) Inspection of Valve (Main Valve)

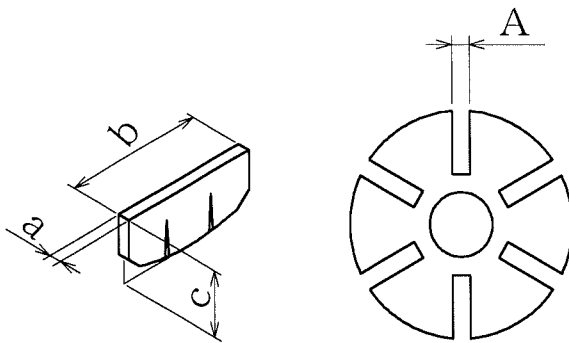
- Is there any deformation or cracks on the control lever?
- Is the tightening bolt loose?
- Does the control lever quickly return to the neutral position after being pushed up or pulled down?

(4) Inspection of Air Motor

- Replace parts which show the following conditions:
 - The vanes are warped (curved), seized or cracked.
Wear on the vanes reaches the service limit.
 - The side face of the rotor is gouged or seized.
 - The vane slot of the rotor is worn beyond the service limit or is narrower than the standard dimension.
 - The rotor is cracked, or there is a visible indent or deformation on the engaged part with the brake disc.
 - The end plate is gouged or seized, or the surface is rough due to wear.
 - Abnormal wear, flaw or corrosion is found on/in the cylinder.
 - The bearings are damaged, worn, or do not rotate smoothly (feels rugged when manually rotated).
 - The silencer is clogged.

■ Wear Limit of Vane and Rotor

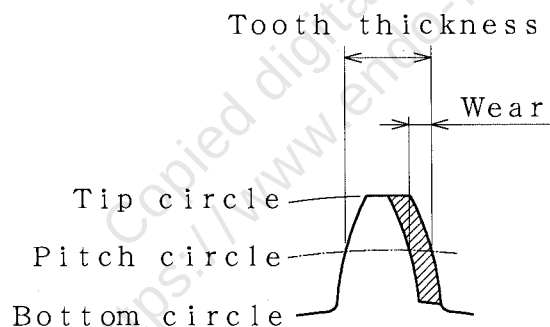
(mm)



	Standard dimension	Service Limit
A	3.3	3.7
a	3.0	2.7
b	45.0	44.5
c	18.1	17.5

(5) Inspection of Reduction Gear Unit

- Is any part deformed or cracked?
- Are the bearings damaged or worn?
Those which do not rotate smoothly (feels rugged when manually rotated) are beyond their service limit.
- The wear limit of the gear on the pitch circle should be within 10 % of the original dimension of tooth thickness.



(6) Inspection of Frames

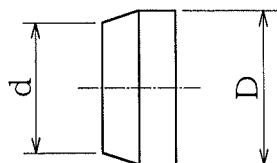
- Are the frames deformed, cracked or corroded?
Carefully check welded portions.
If deformation of the frame is visible, replace the frame with a new one.
- Check the distance between the tops of the two frames.
If the distance is greater than the original one, replace the frames with new ones.
- Are the bolts loose?

(7) Inspection of Wheels

- Are the wheels rotate smoothly?
Those which do not rotate smoothly (feels rugged when manually rotated) are beyond their service limit.
- Are the retaining rings missing?
- Are the wheels abnormally worn, or does wear on the wheel surface reach the service limit?
- Eccentricity of the wheel surface diameter should be within 0.8 mm.

■ Wear Limit of Wheel Surface

(mm)



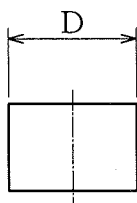
	Standard dimension	Service Limit
d	166.0	156.0
D	175.0	165.0

(8) Inspection of Rollers

- Are the rollers rotate smoothly?
- Does wear on the roller surface reach the service limit?
- Are the bolts loose?

■ Wear Limit of Roller Surface

(mm)



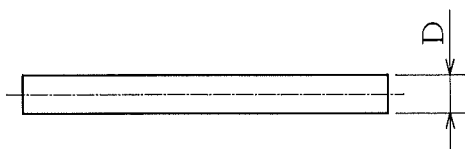
	Standard dimension	Service Limit
D	55.0	54.0

(9) Inspection of Shaft

- Is the shaft bent, flawed, cracked or corroded?
 - Are the fixing bolts and the pins deformed or corroded?
 - Are the split pins worn or corroded?
- If the split pin is missing, insert a new one and bend it securely.
- Does wear on the shaft reach the service limit?

■ Wear Limit of Shaft

(mm)

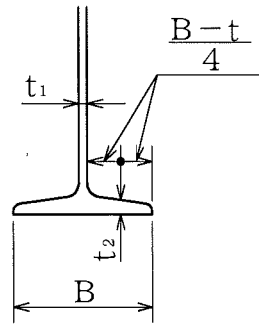


	Standard dimension	Service Limit
D	70.0	67.0

(10) Inspection of Rail

- Is the flange of the rail deformed?
- Are the welded portions cracked or corroded?
- Are the stoppers deformed or damaged?
- Are the mounting bolts for the rail and the stoppers loose?
- Does wear on the rail reach the service limit?

■ Wear Limit of Rail



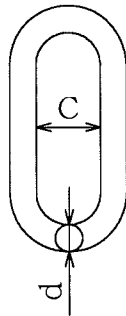
	Service Limit
B	95% of original
t ₂	90% of original

(11) Inspection of Link

- Is the link deformed, cracked or corroded?
- Does wear on the link reach the service limit?
- Is the dimension C narrower than the original one?

Measure the original dimension C before use as a reference for later inspections.

■ Wear Limit of Link



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(mm)

	Standard dimension	Service Limit
d	26.0	23.5
c	70 ⁺⁵ ₀ (reference)	narrower than original

(12) General Operation Inspection

After completing the inspections described in the foregoing sections, reassemble the whole unit according to Chapter 10, Section 10.2

"Reassembly" and inspect as follows:

■ Idling Test

- Check the push button switches can be easily operated and the traveling directions of the trolley are correct as indicated.
- Check the traveling speed can be changed from low to high speed by controlling the pushing force on the push button switches.
- Check the trolley is not abnormally noisy or vibrating.

■ Rated Load Test

- Check for malfunctions while traveling.
Run the trolley at least twice over the entire length of the rail.
- Lift the rated load a few inches off the floor, then run and stop the trolley to check braking ability of the trolley.
- Check there is no significant reduction in the traveling performance.
- Check the trolley is not abnormally noisy, vibrating, or heating.

8.3 Storing the Trolley

If the trolley is to be stored for a long time, lubricating oil type rust preventive oils (class2), through the air inlet port and run the trolley at low speed for several seconds.

Store the trolley in a dry location.

8.4 Troubleshooting



WARNING

If a malfunction occurs during the operation of the trolley, stop operation immediately and take the necessary steps to rectify the problem.

Never operate the trolley if damaged or malfunctioning.

This is a serious hazard and could result in personal injury or death.



CAUTION

Careless repairs can cause damage to the trolley or personal injury. Therefore, be careful but thorough when making repairs.

The following table shows probable causes and solutions of common malfunctions. If any malfunctions not shown below happen, contact your dealer or us.

Malfunction	Main Causes	Solution
Motor does not run. Slow rotation or no rotation of Motor.	● Insufficient air pressure. ● Supplied air volume is insufficient. ● Inside diameter of pipe is too small. ● Silencer is clogged. ● Powder or dust in Motor. ● Vanes have been enlarged due to moisture or long term storage. ● Vanes are burned due to the dry operation. ● Vanes are worn or damaged. ● Main valve does not open. ● Control lever is bent or damaged. ● Brake does not release. ● Reduction gear: Incorrect assembly. Or gears, bearings, etc., are worn or damaged.	● Increase air pressure. ● Increase compressor output. ● Replace pipe with a larger inside diameter. ● Replace with new Silencer. ● Clean Motor then lubricate. ● Clean air filter and replace filter element. ● Replace Vanes. Discharge drain water from air filter. Or clean air filter and replace filter element. ● Clean Motor and polish Vanes. Replace Vanes if required. Lubricate Vanes. Supply oil to lubricator or clean lubricator. ● Replace Vanes. ● Tighten connecting bolt on the respective part. Or disassemble and check. ● Replace Control lever. ● Clean air circuit of Brake. Thereafter, perform leakage test. ● Disassemble and check. Replace the worn or damaged parts.
Brake does not work sufficiently.	● Lining is worn. ● Oil on Lining. ● Air exhaust hole on Brake cover is clogged. ● Main valve does not return to the neutral position.	● Replace with new Brake disc. ● Clean. Replace oil seal if required ● Clean. See Chapter 8, Section 8.2 (1) "Inspection of Brake and Service Limit". ● Check the operation system, eg., bending of Control lever. Disassemble and check Valve housing if required.

9. Adjustment of Speed and Operating Limit of Control Lever (See Figure 10)

Control lever(83) has been adjusted before shipping so it touches Motor housing(19), physically stopping Control lever before the main valve reaches the operating limit position.

This prevents the main valve from overloading.

Readjust Control lever(83) or adjust the traveling speed in the following manner if required:

- Readjust Control lever for each forward and backward direction in the following manner:



WARNING

Always shut off the air supply before readjustment.

- 1) Screw Cap screw(84) completely into Control lever(83).
- 2) Loosen Cap screw(84) until it touches Motor housing(19) while Control lever(83) is being pulled down.
- 3) Release Control lever(83), and loosen Cap screw(84) another 1 turn, then lock Cap screw(84) with Hex. nut(85).

- Adjustment of speed

Traveling speed can be reduced, if required, by readjusting the operating limit of Control lever.

To reduce speed, turn Cap screws(84) counterclockwise.



WARNING

Always shut off the air supply before turning Cap screws(84).

Otherwise, the trolley will move during adjustment, causing danger.

To recover traveling speed, adjust Control lever in the same manner as preventing the main valve from overloading.

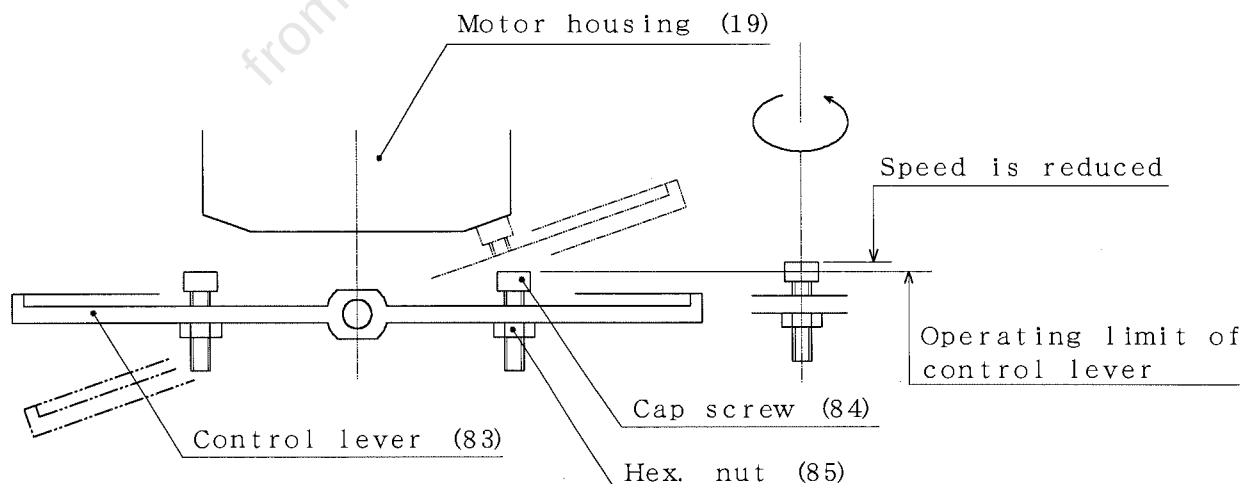


Fig. 10

10. Disassembly and Reassembly



WARNING

- Always shut off the air supply before carrying out disassembly or reassembly.
- Always disassemble or reassemble the trolley on the floor.
- Always employ specialists or well trained persons for disassembly and reassembly.



CAUTION

- Careless work can cause damage to the trolley or personal injury. Therefore, take care during disassembly and reassembly.
- Before reassembly, thoroughly clean all disassembled parts and check for cracks, flaws, deformation and wear.
- Never use acidic solvents for cleaning.
- Replace any damaged or excessively worn parts.
Also replace burred or damaged screws.

10.1 Procedures of Disassembly

NOTE

- Whenever grasping a part in a vice, always use copper-covered vice jaws to protect the surface of the part and help prevent distortion.

Referring to the disassembly drawings (on Pages 34 and 37), disassemble the trolley using the following procedure.

When replacing the worn part, only disassemble the necessary part for replacement.

- 1) Remove the trolley from the rail.



WARNING

Remove the load, shut off the air supply, disconnect the piping, then remove the trolley.

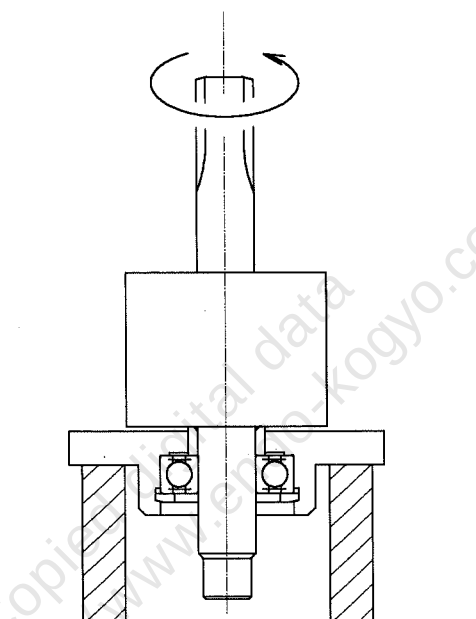
If this is neglected, serious danger will occur.

- 2) Disassemble the air motor section referring to the disassembly drawing (on Page 37).
 - ① Loosen Cap screws (123) and remove the air motor section from the frame.
 - ② Loosen Cap screw (86) and remove Control lever (83).
 - ③ Loosen Cap screws (82) and remove Valve housing (58).
- 3) Valve housing assembly (58~87)
 - ① Loosen Cap screws (81), and Remove Valve covers (76), Valve pistons (74) and Covers (71) from both sides of Valve housing (58).
 - ② Loosen Cap screw (70) which is fixing Lever (68), and remove Shaft (69) and Lever (68).

- ③ Remove Valve cone (61), Springs (63), Sleeves (64) and Bolts (65) together.
- ④ Loosen Bolt (67) and remove Liner (60).
- NOTE: Do not remove Liner (60) except when O-rings (62) or Liner (60) itself is required to be replaced.
- 4) Brake unit (36~56)
 - ① Loosen Cap screws (56) sequentially by 1/6 turns, and remove Brake cover (55).
 - ② Loosen Button head cap screw (53), and remove CD-washer (52), Brake piston (50), Cylinder cover (47) and Springs (46).
 - ③ Remove Pressure plate (44) and Brake disc (43).
 - NOTE: Check lubricant in the air motor has not leaked through Oil seal (31) when removing Brake disc (43).
 - ④ Loosen Cap screws (42) and remove Brake housing (36).
 - ⑤ Remove Spring pin (40).
 - Screw a bolt (M4, p=0.7) into Plug (38), and remove Plug (38).
 - Remove Shuttle valve (37).
- 5) Loosen Cap screws (35) sequentially by 1/6 turns, and remove Motor housing (19) from Gear housing (1).
- 6) Reduction gear unit (1~17)
 - ① Remove Coned disc springs (17), Ball bearing (16), Planet shaft (11), Internal gear (10), Ball bearing (9), Planet shaft (5) and Ball bearing (2) from Gear housing (1).
 - ② Remove Pins (14), and remove Gear wheels (12) from Planet shaft (11).
 - ③ Remove Pins (8), and remove Gear wheels (6) from Planet shaft (5).
 - ④ Loosen Lock screw (4) and remove Internal gear (3).
 - NOTE: Lock screw (4) is sealed with sealant.
 - Do not loosen Lock screw (4) if Gear housing (1), Internal gear (3) and Lock screw (4) have no wear or damage.
- 7) Remove Retaining ring (34) from the shaft portion of Rotor (24).
- 8) Loosen Cap screws (33) sequentially by 1/6 turns, remove Motor cover (30), and remove the air motor unit.
- 9) Air motor unit (20~29)
 - ① Remove the brake side End plate (29) and Spacer (21) from Rotor (24). Remove Retaining ring (23) and Ball bearing (22).
 - NOTE: Keep End plate (29) and the other parts disassembled from the brake side together until reassembly.
 - ② Remove Cylinder (25) and Vanes (28).
 - ③ Place Rotor (24) with the reduction gear side End plate (20) facing downward (see Figure 11), and check Rotor rotates smoothly.
 - If smoothly rotating, do not remove Rotor (24) from End plate (20).
 - NOTE: The reduction gear side End plate (20) and Rotor (24) are fitted using an interference fit.
 - Do not disassemble Rotor (24) unless it is required.

- ④ If disassembly is required, remove Rotor (24) from the reduction gear side End plate (20) by using a jig and hand press.

NOTE: Keep End plate (20) and the other parts disassembled from the reduction gear side together until reassembly.
Take care not to mix them with the parts disassembled from the brake side.



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Fig. 11

10.2 Reassembly

NOTE

- Never use solvents to clean rubber parts, such as O-rings, etc., or plastic parts.
- Whenever grasping a part in a vice, always use copper-covered vice jaws to protect the surface of the part and help prevent distortion.
- Always press on the inner ring of a ball-type bearing when installing the bearing on a shaft.
- Always press on the outer ring of a ball-type bearing when pressing the bearing into a bearing recess.
- Always press against the stamped end of a needle-type bearing when pressing the bearing into a bearing recess.

Reassemble the trolley in reverse order of disassembly and pay attention to the following points:

- 1) Always replace Split pins (17), (23) with new ones when removed.
See the disassembly drawing for the trolley section (on Page 34).

- 2) Assembling direction for Retaining rings (See Figure 12)
Set up Retaining rings so the non-chamfered face bears the load.
NOTE: Assembling direction for Retaining rings (23) is an exception.
See Subsection - 4) "Air motor unit".

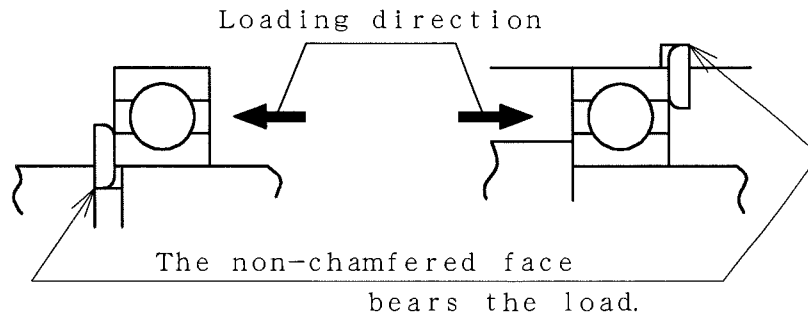


Fig. 12

- 3) Reduction gear unit (1~17)
See the disassembly drawing for the air motor section (on Page 37).
For lubrication volume and types of grease, see Chapter 8, Section 8.1 "Lubrication".
Lubricate Needle cages (7), Needle bearings (13) and Ball bearings (9), (15), (16) with grease respectively when assembling.
- ① Install Internal gear (3) in Gear housing (1).
Fit the cut portion of Internal gear (3) to the tapped hole of Gear housing (1).
- ② Degrease Lock screw (4) and the tapped hole of Gear housing (1) using solvent.
- ③ Apply sealant to the bearing surface of Lock screw (4) and tighten it with a torque of $20 \sim 25 \text{ N} \cdot \text{m}$ ($2.0 \sim 2.5 \text{ kgf} \cdot \text{m}$) (see Figure 13).
Use "Loctite 510" or equivalents as sealant.
- ④ Install Ball bearing (2), Gear wheels (6), Needle cages (7) and Ball bearing (9) on Planet shaft (5).
- ⑤ Install Planet shaft (5) in Gear housing (1), and lubricate the gear portion of Planet shaft (5) with grease.
- ⑥ Install Internal gear (10) in Gear housing (1).
- ⑦ Install Gear wheels (12) and Ball bearings (15), (16) on Planet shaft (11), then install them in Gear housing (1).
- ⑧ Lubricate the gear portion with grease.
- ⑨ Install Coned disc spring (17) in Gear housing (1).

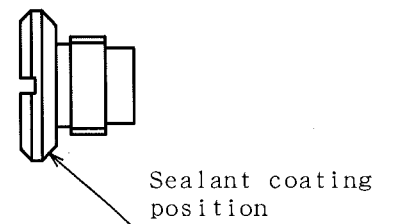


Fig. 13

- 4) Air motor unit (20~29)

See the disassembly drawing for the air motor section (on Page 37).

NOTE: Take care not to mix End plates (20), (29) and other parts which are kept separately when disassembled.

- ① Install Ball bearings (22) in End plates (20), (29) and fix with Retaining rings (23).

Set up Retaining rings (23) so the chamfered face bears the load.

The non-chamfered face contacts Ball bearing (22) (see Figure 14).

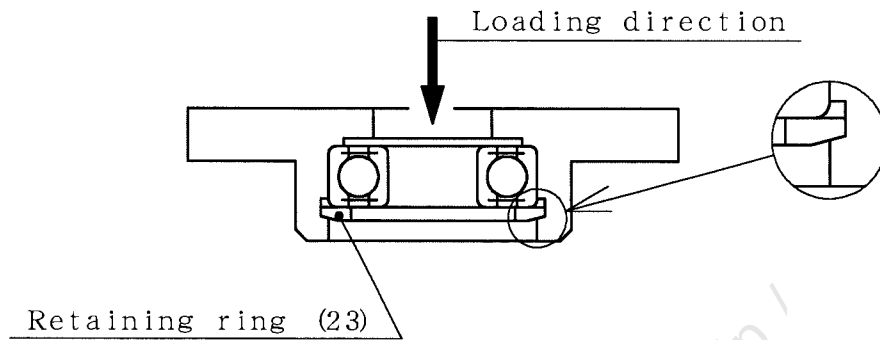


Fig. 14

- ② Install Spacers (21) so the larger chamfered end contacts Rotor (24) (see Figure 15).

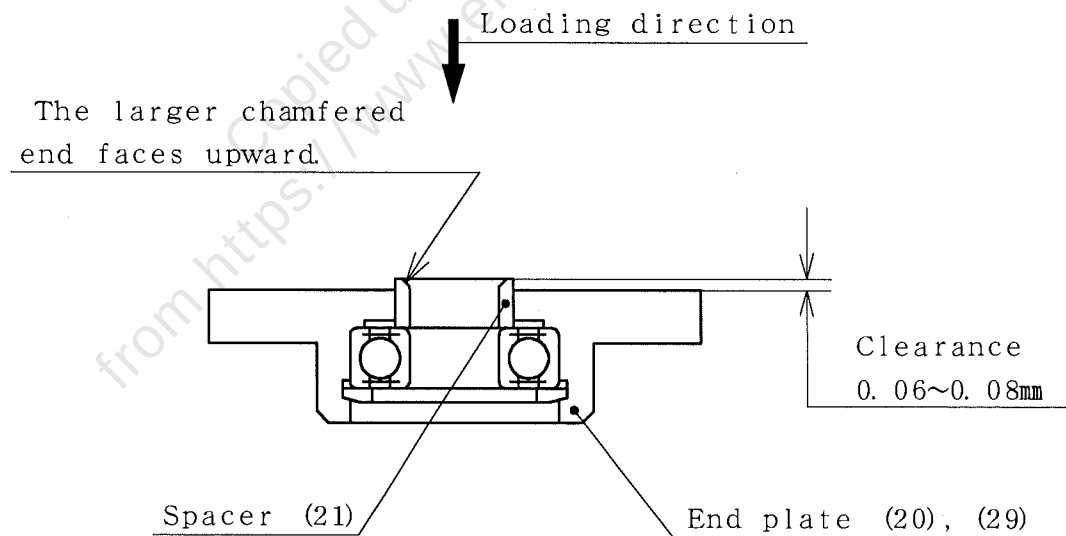


Fig. 15

- ③ If Ball bearing(22) or Retaining ring(23) is replaced with a new one, measure a projection of Spacer(21) from the surface of End plate(20) or (29) after reassembling.
Apply the force of approx. 25 N {2.5 kgf} on Spacer(21) for about 10 seconds while the retaining ring side of End plate facing downward.
Then release the force and measure the projection.
Allowance for the projection is 0.06~0.08 mm (see Figure 15).
If the measuring result is grater than the allowance, grind Spacer(21).
If the measuring result is smaller than the allowance, replace Ball bearing and Retaining ring again.
Never grind End plate.

It is recommended to order End plate, ball bearing and Retaining ring together. Specify the part number of End plate set when ordering.
In this case, the projection is already inspected before shipment.

- ④ When inserting Rotor(24) into Ball bearing(22) on the reduction gear side End plate(20), use the inner ring of Ball bearing for support and press Rotor(24) by hand press until Rotor(24) contacts Spacer(21).
If Rotor(24) is not assembled properly, Rotor will not be vertical to End plate(20), hence the clearance will be unsymmetrical. So be careful when assembling.
- ⑤ Install Cylinder(25) so the Spring pin(26) side faces to the brake side End plate(29).
- ⑥ Install Vane(28) into each vane slot of Rotor(24), and slightly lubricate the vane portion.
Next, apply oil thinly on the end face of Rotor(24).
(Use the same oil used in the lubricator.)
- ⑦ Install the brake side End plate(29).
- 5) Install the air motor unit in Motor housing(19).
At this time, fit Spring pin(26) of the air motor unit into its mounting hole on Motor housing(19).
- 6) Install Coned disc spring(17) and Motor cover(30) on Motor housing(19).
Tighten Cap screws(33) sequentially by 1/6 turns.
NOTE: Be careful not to damage Oil seal(31) by the gear portion of Rotor(24) when installing Motor cover(30).
- 7) Install Retaining ring(34) on the shaft portion of Rotor(24).
- 8) Install O-ring(18) into Gear housing(1), then install Motor housing(19) on Gear housing(1).
Tighten Cap screws(35) sequentially by 1/6 turns.
- 9) Brake unit(36~56)
- ① When assembling, apply "Molykoto grease 33" to the sliding surfaces and engaged parts of each part.
For coating positions, see Chapter 8, Section 8.2 (1) "Inspection of Brake and Service Limit".
For details of grease, see Chapter 8, Section 8.1 "Lubrication".
- ② Be careful grease, etc., does not adhere to the lining of Brake disc(43)
- ③ Install Shuttle valve(37) into Brake housing(36).
- ④ Attach O-ring(39) to Plug(38), then insert Plug(38) into Brake housing(36) and fix with Spring pin(40).

- ⑤ Install Oil seal (31) in Brake housing (36).
Install O-rings (41) and Brake housing (36) on Motor housing (19).
- ⑥ Attach X-rings (48) and (51) to Cylinder cover (47) and Brake piston (50) respectively.
- ⑦ Install Pressure plate (44), Keys (45), Springs (46) and Cylinder cover (47) into Brake housing (36).
Install Brake piston (50) on Pressure plate (44), and fix with Button head cap screw (53).
- ⑧ Remove Pressure plate (44) and Brake piston (50) together from Brake housing (36).
- ⑨ Install Brake piston (50) into Brake cover (55).
At this point, be careful not to damage X-ring (51).
- ⑩ Install Brake disc (43), O-ring (49) and Gasket (54) on Brake housing (36).
Then install Pressure plate (44) and Brake cover (55) together on Brake housing (36).
Tighten Cap screws (56) sequentially by 1/6 turns.

-10) Valve housing assembly (58~87)

- ① Treat Liner (60) and Valve cone (61) carefully, as even a small flaw will render them useless.
- ② Attach O-rings (62) to Liner (60) and apply oil.
(Use the same oil used in the lubricator.)
Insert Liner (60) into Valve housing (58) so the oblong hole of Liner faces to Lever (68) and the $\phi 4$ hole faces to the tapped hole of Valve housing where Bolt (67) will be set.
Check the $\phi 4$ hole of Liner (60) aligns with the tapped hole of Valve housing (58), then fix Liner with Bolt (67).
- ③ Install Springs (63), Sleeves (64) and Bolts (65) in Valve cone (61), then insert Valve cone (61) into Liner (60).
- ④ Install Shaft (69) and Lever (68) into Valve housing (58), and fix with Cap screw (70).
- ⑤ Attach Mini Y-packings (72) and O-rings (73) to Covers (71), and apply oil.
(Use the same oil used in the lubricator.)
- ⑥ Attach X-rings (75) to Valve pistons (74), and apply "Molykote Grease 33".
For details of grease, see Chapter 8, Section 8.1 (3) "Brake Unit".
- ⑦ Install Covers (71), Valve pistons (74) and Valve covers (76) to Valve housing (58).
- ⑧ Install Control lever (83) on Shaft (69), and fix with Cap screw (86) and Hex. nut (87).

-11) Install Gasket (57) and Valve housing (58) on Motor housing (19).

-12) Degrease the mating surfaces of Silencer housings (88), (91).

Install Cap screws (42), Silencers (89) and Support (90) on Silencer housing (91).

Apply sealant to the mating surface of Silencer housing (91).

Install Silencer housing (88) on Silencer housing (91), then install them on Motor housing (19).

Use "Loctite 510" or equivalents as sealant.

-13) Install the air motor section on the trolley section, and fix securely with Plain washers (121), CD-washers (122) and Cap screws (123).

11. Parts List

Remarks When Purchasing Parts

- Specify the part No., part name and model name of the trolley.
- State SER. NO. (product No.) clearly if attached.
- Parts without a part number cannot be supplied individually.
Please purchase a set or complete unit.

■ How to read parts list

Ref. No.	Part No.	Quantity	Description
—	LHP000330a	1	Brake housing compl. ←
36	—	1	— Brake housing —
—	LHP000331a	1	— Shuttle valve set ←
37	—	1	— — Shuttle valve —
38	—	1	— — Plug —
39	KA50200070	1	— — O-ring —
40	—	1	— — Spring pin —
41	KA50100050	2	O-ring

The mark indicates the range of the set or the complete unit.

■ PARTS LIST MTH-6. 3T TROLLEY SECTION

1999.08.10

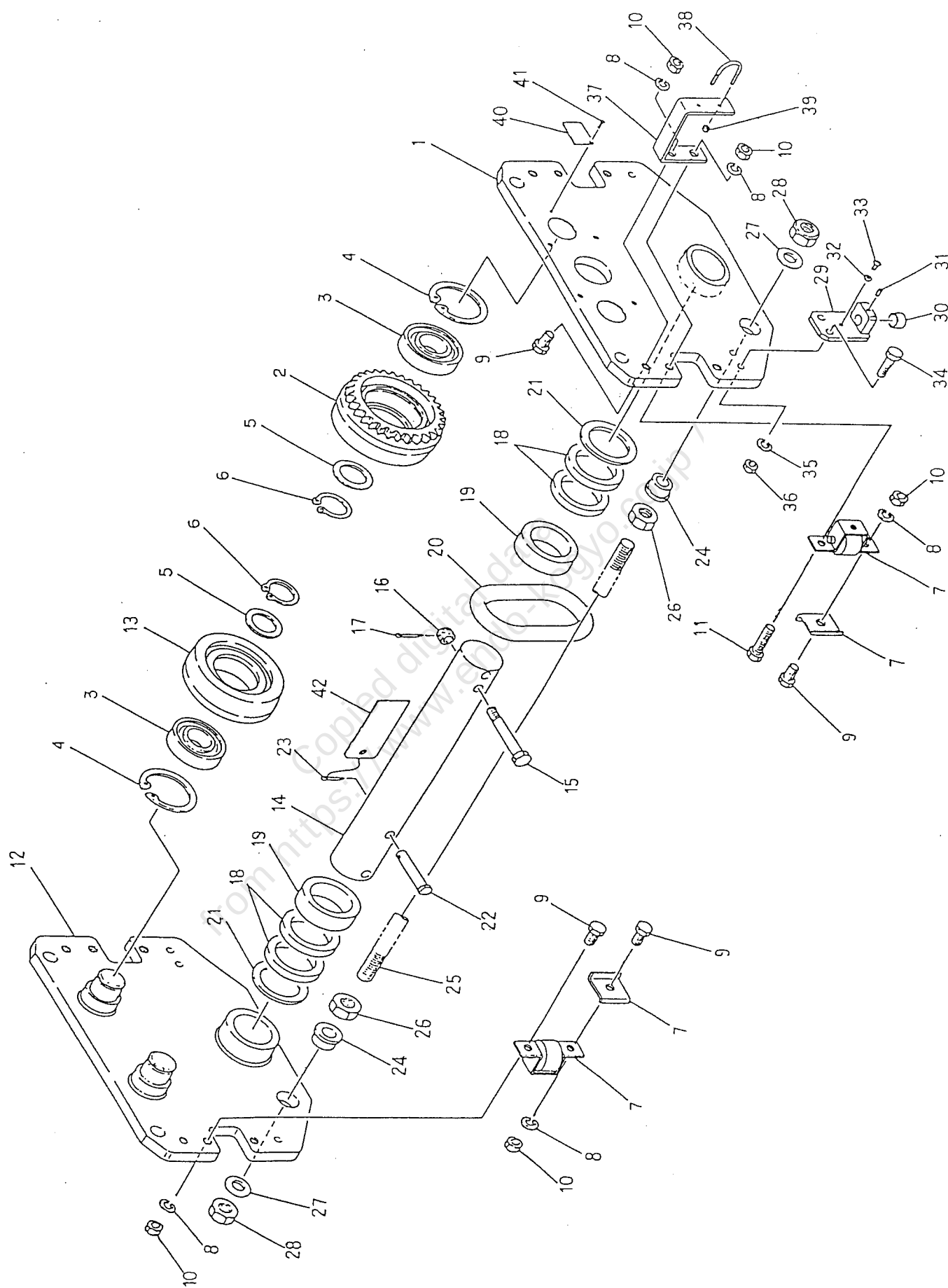
Ref. No.	Part No.	Quantity	Description
1	P2H200200	1	Frame
2	P2H300050	2	Wheel
3	KA60105092	4	Ball bearing
4	KA40210100	4	Retaining ring
5	P2H400070	4	Washer
6	KA40110045	4	Retaining ring
7	LHP001100	4	Roller set
8	KA31111600	9	Spring washer
9	P2H401525	8	Hex. head bolt
10	KA20121600	9	Hex. nut
11	KA00111644	1	Hex. head bolt
12	P2H200201	1	Frame
13	P2H300052	2	Wheel
14	P2H300054	1	Shaft
15	P2H400074	1	Bolt
16	KA23221605	1	Hex. slotted nut
● 17	P2H400733	1	Split pin
18	P2H400076	4	Spacer
19	P2H400075	2	Spacer
20	P2H400677	1	Link
21	P2H400077	2	Spacer
22	P2H400078	1	Pin
● 23	KA42120428	1	Split pin
24	P2H400699	2	Bushing
25	P2H400698	1	Bolt
26	KA20112400	2	Hex. nut
27	KA30212400	2	Plain washer
28	KA25522401	2	U-nut
29	LHP000051	1	Bracket
30	P2H400156	1	Spacer
31	KA16110508	1	Set screw
32	KA30220500	1	Plain washer
33	KA10120508	1	Machine screw
34	KA00111242	2	Hex. head bolt
35	KA31111200	2	Spring washer
36	KA20111200	2	Hex. nut
37	P2H300697	1	Bracket
38	P2H400356	1	U-bolt
39	KA25520602	2	U-nut
40	P2H400531	1	Name plate
41	KA14549803	4	Drive screw
42	P2H300140	1	Tag

We recommend that you stock parts indicated by a bullet(●).

Parts without a part number cannot be supplied individually.

When ordering spare parts, specify the part number (not the reference number) , description and model name of the trolley.

■ MTH-6. 3T



■ PARTS LIST AIR MOTOR SECTION

1999.08.10

Ref. No.	Part No.	Quantity	Description	Ref. No.	Part No.	Quantity	Description
AIR MOTOR GM-2 LHP000351				—	LHP000330	1	Brake housing comple.
				36	—	1	—Brake housing
1	P2H000005	1	Gear housing	—	LHP000331	1	—Shuttle valve set
2	KA60103064	1	Ball bearing	37	—	1	—Shuttle valve
3	P2H300026	1	Internal gear	38	—	1	—Plug
4	P2H400359	1	Lock screw	● 39	KA50200070	1	—O-ring
5	P2H200013	1	Planet shaft	40	—	1	—Spring pin
—	LHP000325	1	Gear wheel set	● 41	KA50100050	2	O-ring
6	—	2	—Gear wheel	42	P2H400189	6	Cap screw
● 7	P2H400039	2	—Needle cage	43	LHP000071	1	Brake disc
8	P2H400040	2	Pin	44	P2H300035	1	Pressure plate
9	KA60107070	1	Ball bearing	45	P2H400051	2	Key
10	P2H300028	1	Internal gear	● —	LHP000332	1	Spring set
11	P2H200014	1	Planet shaft	46	—	6	—Spring
—	LHP000326	1	Gear wheel set	47	P2H300036	1	Cylinder cover
12	—	2	—Gear wheel	● 48	P2H400053	1	X-ring
● 13	P2H400041	2	—Needle bearing	● 49	KA50200670	1	O-ring
14	P2H400042	2	Pin	50	P2H300037	1	Brake piston
15	KA60101010	1	Ball bearing	● 51	P2H400054	1	X-ring
16	KA60107060	1	Ball bearing	52	KA32410821	1	CD-washer
17	P2H300030	2	Coned disc spring	53	KA01710825	1	Button head cap screw
18	KA50200900	1	O-ring	● 54	P2H300038	1	Gasket
19	P2H000006	1	Motor housing	55	P2H200020	1	Brake cover
—	LHP000348	1	Air motor compl.	56	KA00910525	4	Cap screw
—	LHP000055	1	—End plate set	● 57	P2H300039	1	Gasket
20	—	1	—End plate	—	LHP000405	1	Valve housing assembly
21	—	1	—Spacer	58	P2H000007	1	—Valve housing
22	KA60103014	1	—Ball bearing	59	P2H400055	2	—Needel bearing
23	P2H400044	1	—Retaining ring	—	LHP000333	1	—Valve set
24	P2H200016	1	—Rotor	60	—	1	—Liner
25	P2H200017	1	—Cylinder	61	—	1	—Valve cone
26	KA42410418	1	—Spring pin	● 62	KA50200224	6	—O-ring
27	KA42410412	1	—Spring pin	63	P2H400058	2	—Spring
● —	LHP000328	1	—Vane set	64	P2H400059	2	—Sleeve
28	—	6	—Vane	65	P2H300042	2	—Bolt
—	LHP000329	1	—End plate set	66	KA32410621	1	—CD-washer
29	—	1	—End plate	67	P2H400057	1	—Bolt
21	—	1	—Spacer	68	P2H300046	1	—Lever
22	KA60103014	1	—Ball bearing	69	P2H300047	1	—Shaft
23	P2H400044	1	—Retainig ring	70	KA00910512	1	—Cap screw
30	P2H200019	1	Motor cover	71	P2H300043	2	—Cover
● 31	P2H400046	2	Oil seal	● 72	P2H400060	2	—Min Y-packing
● 32	KA50200630	1	O-ring	● 73	KA50200280	2	—O-ring
33	KA00910516	4	Cap screw	74	P2H300044	2	—Valve piston
34	KA40110012	1	Retaining ring	● 75	P2H400061	2	—X-ring
35	P2H400047	4	Cap screw	76	LHP000334	2	—Valve cover

We recommend that you stock parts indicated by a bullet (●).

Parts without a part number cannot be supplied individually.

When ordering spare parts, specify the part number (not the reference number) , description and model name of the trolley.

Ref. No.	Part No.	Quantity	Description
● 77	P2H400214	4	—Seal
78	P2H400222	2	—Silencer
79	P2H400223	2	—Bolt
80	P2H400257	2	—Nipple
81	P2H400149	8	—Cap screw
82	KA00910614	8	Cap screw
83	P2H200021	1	Control lever
84	KA00910635	2	Cap screw
85	KA20110600	2	Hex. nut
86	P2H401355	1	Cap screw
87	KA20110500	1	Hex. nut
88	P2H200055	1	Silencer housing
89	P2H400162	3	Silencer
90	P2H400638	1	Support
91	P2H300125	1	Silencer housing
92	P2H300048	1	Bushing
93	P2H400267	1	Elbow
94	P2H400526	1	Name plate
95	KA14549803	4	Drive screw

OTHER PARTS

(NOT INCLUDED IN AIR MOTOR GM-2)

MTH-6. 3T

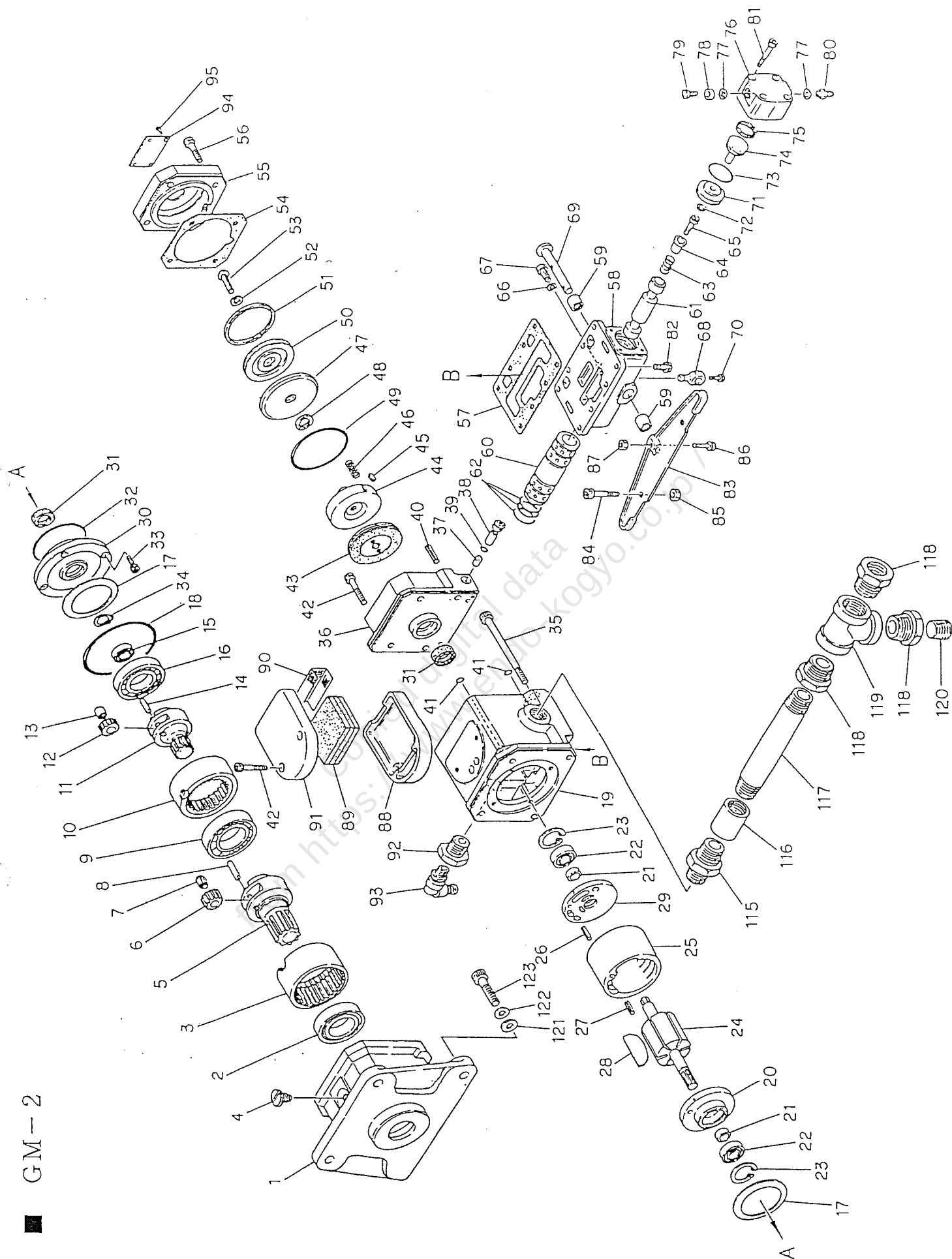
115	KA81112721	1	Reducing nipple
116	KA81612700	1	Socket
117	P2H400702	1	Nipple
118	KA80913427	3	Bushing
119	KA80713400	1	Tee
120	P2H400703	1	Plug
121	KA30221000	4	Plain washer
122	KA32411021	4	CD-washer
123	KA00911035	4	Cap screw

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Parts without a part number cannot be supplied individually.

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GM-2



PARTS LIST PCS-3 PENDANT SWITCH

1998.10.29

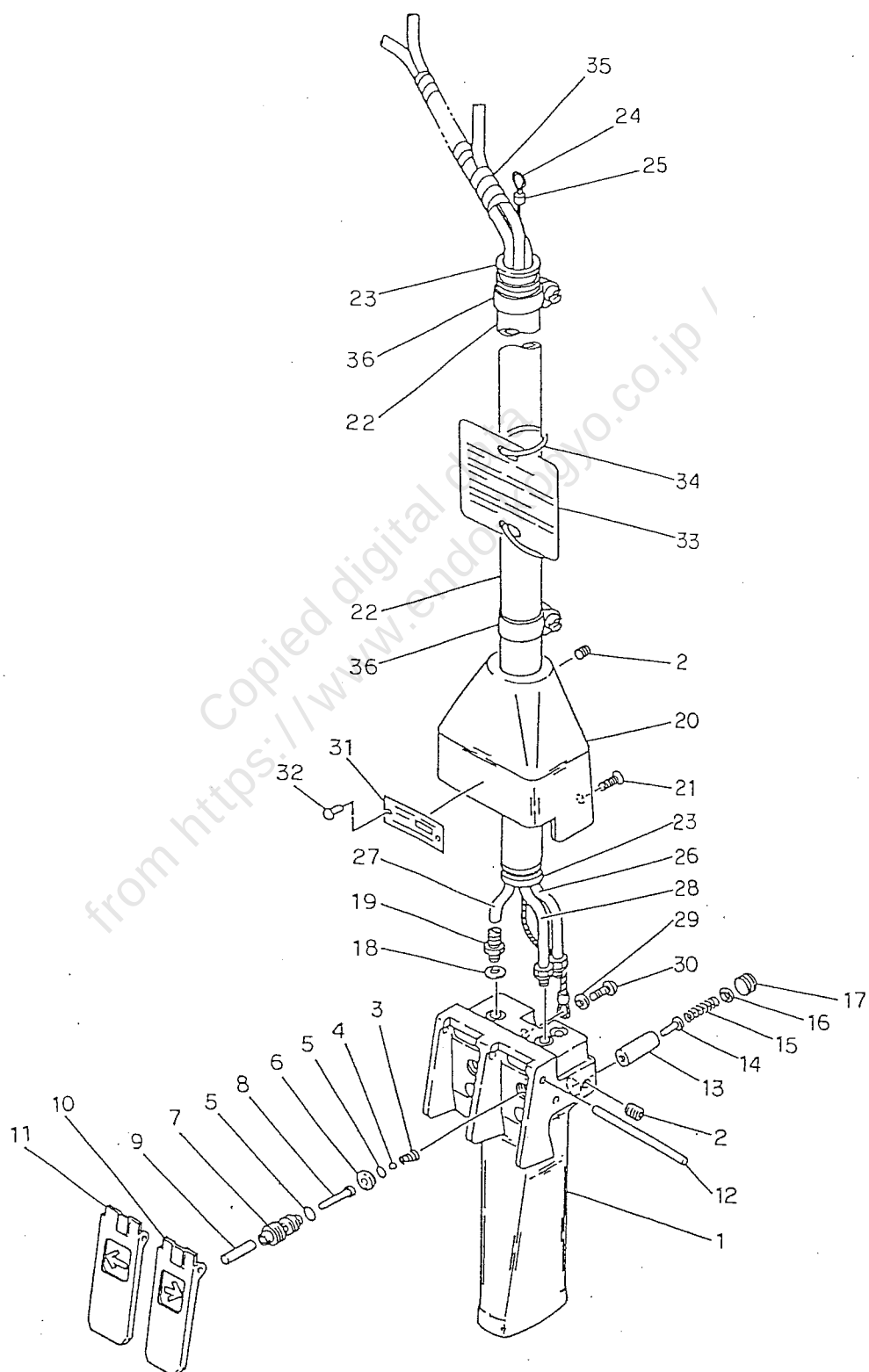
Ref. No.	Part No.	Quantity	Description
—	LHP000015	1	Control valve assembly
1	P2H100018	1	—Valve housing
2	KA16110508	2	—Set screw
3	P2H300158	2	—Spring
4	KA63100304	2	—Steel ball
● 5	KA50100080	4	—O-ring
6	P2H400247	2	—Seat
7	P2H300159	2	—Liner
8	P2H400248	2	—Pin
9	P2H400249	2	—Valve knob
—	LHP000223	1	—Push button set
10	—	1	—Push button (R)
11	—	1	—Push button (L)
12	P2H400251	1	—Pin
13	LHP000053	2	—Buffer spool complete
14	—	2	—Spring case
—	—	2	—Spool
15	—	2	—Spring
16	—	2	—Retaining ring
17	P2H400256	2	—Set screw
● 18	P2H400214	4	—Seal
19	P2H400257	3	—Nipple
20	P2H200059	1	—Valve cover
21	KA10220510	2	—Machine screw
—	LHP000014	1	Control tube complete
22	—	1	—Protection hose
23	—	2	—Inner
24	—	1	—Wire rope
25	—	2	—Lock tube
26	—	1	—Nylon tube (black)
27	—	1	—Nylon tube (green)
28	—	1	—Nylon tube (yellow)
36	KA86100022	2	—Hose clip
29	KA30220500	1	Plain washer
30	KA10120510	1	Machine screw
31	P2H300123	1	Name plate
32	KA14549803	2	Drive screw
33	P2H300274	1	Caution plate
34	P2H400465	2	Convex belt
35	P2H400126	1	Spiral tube

We recommend that you stock parts indicated by a bullet (●) .

Parts without a part number cannot be supplied individually.

When ordering spare parts, specify the part number (not the reference number) ,
description and model name of the trolley.

■ PCS-3



■ PARTS LIST PCS-41• PCS-42 PENDANT SWITCH

2018.01.26

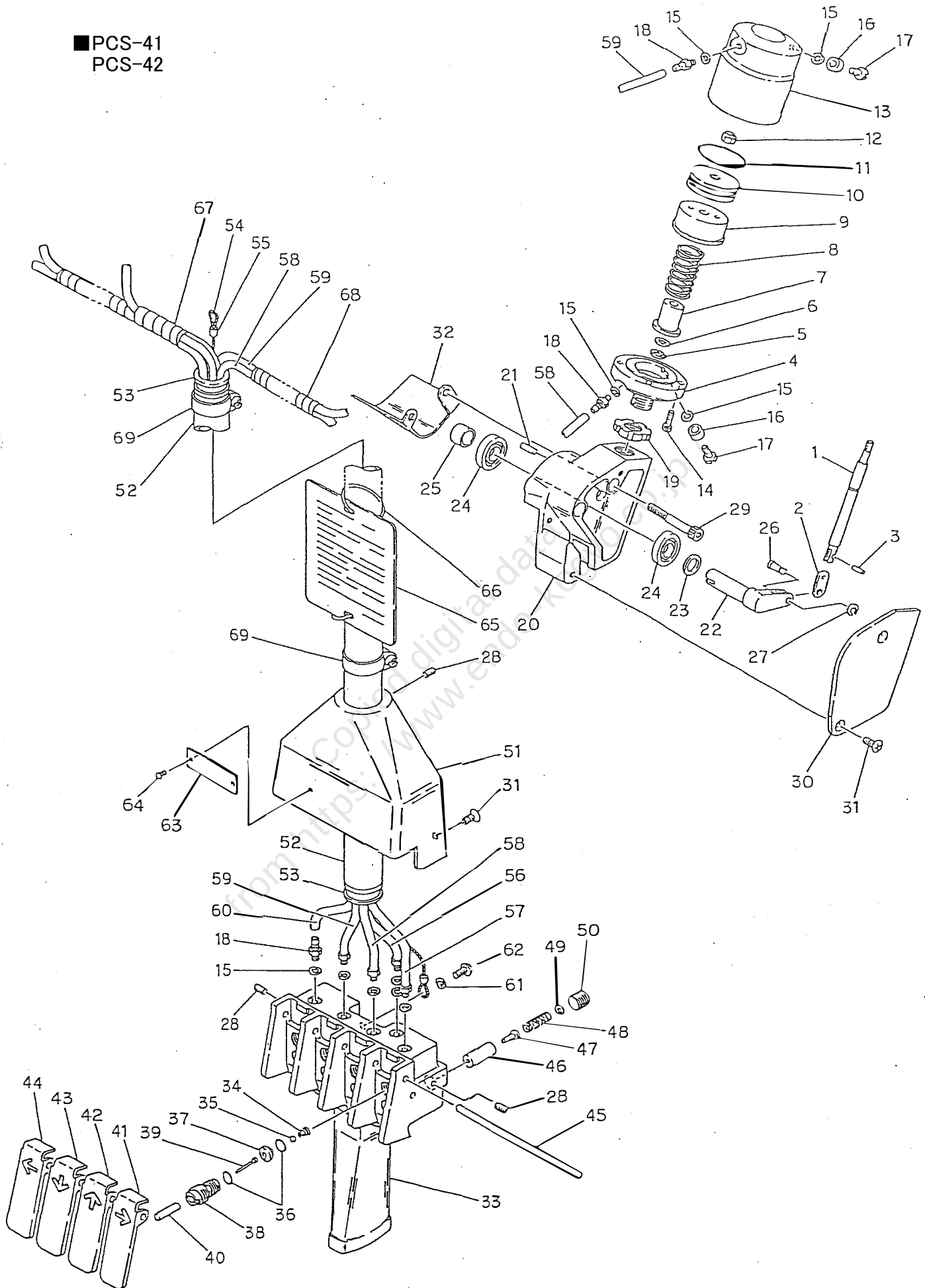
Ref. No.	Part No.	Quantity		Description	Ref. No.	Part No.	Quantity		Description
		PCS-41	PCS-42				PCS-41	PCS-42	
-	LHP002590	1	-	Cylinder assembly	-	LHP000013	1	1	Control valve assembly
-	LHP002591	-	1	Cylinder assembly	33	P2H100013	1	1	-Valve housing
-	LHP000202	1	-	-Cylinder compl.	28	KA16110508	3	3	-Set screw
-	LHP000203	-	1	-Cylinder compl.	34	P2H300158	4	4	-Spring
1	P2H400215	1	1	--Piston rod	35	KA63100304	4	4	-Steel ball
2	P2H400224	1	-	--Link	36	KA50100080	8	8	-O-ring
2	P2H400208	-	1	--Link	37	P2H400247	4	4	-Seat
3	P2H400865	1	1	--Pin	38	P2H300159	4	4	-Liner
4	P2H300157	1	1	--Cylinder cover	39	P2H400248	4	4	-Pin
● 5	KA40110007	1	1	--Retaining ring	40	P2H400249	4	4	-Valve knob
6	P2H400216	1	1	--Ring	-	P2H000278	1	1	-Push button set
7	P2H400217	1	1	--Spacer	41	-	1	1	--Push button (R)
8	P2H400218	1	1	--Spring	42	-	1	1	--Push button (U)
9	P2H400219	1	1	--Spacer	43	-	1	1	--Push button (D)
10	P2H400220	1	1	--Piston	44	-	1	1	--Push button (L)
● 11	KA50100315	1	1	--O-ring	45	P2H400118	1	1	-Pin
● 12	P2H400221	1	1	--Lock nut	-	LHP000053	4	4	-Buffer spool compl.
13	P2H300156	1	1	--Cylinder	46	-	4	4	--Spring case
14	KA00910410	4	4	--Cap screw	47	-	4	4	--Spool
● 15	P2H400214	4	4	--Seal	48	-	4	4	--Spring case
16	P2H400222	2	2	--Silencer	49	-	4	4	--Retainig ring
17	P2H400223	2	2	--Bolt	50	P2H400256	4	4	-Set screw
18	P2H400257	2	2	--Nipple	● 15	P2H400214	6	6	-Seal
19	KA64101002	1	1	--Bearing nut	18	P2H400257	5	5	-Nipple
-	LHP002592	1	-	-Cylinder holder compl.	51	P2H200040	1	1	-Valve cover
-	LHP002593	-	1	-Cylinder holder compl.	31	KA10220510	4	4	-Machine screw
20	P2H200058	1	-	--Cylinder holder	-	LHP000012	1	1	Control tube compl.
20	P2H200057	-	1	--Cylinder holder	52	-	1	1	-Protection hose
21	KA43200412	1	1	--Parallel pin	53	-	2	2	-Inner
22	LHP000076	1	-	--Shaft	54	-	1	1	-Wire rope
22	P2H300150	-	1	--Shaft	55	-	2	2	-Lock tube
23	P2H400265	1	-	--Spacer	56	-	1	1	-Nylon tube (black)
24	KA60102012	2	-	--Ball bearing	57	-	1	1	-Nylon tube (yellow)
24	KA60103032	-	2	--Ball bearing	58	-	1	1	-Nylon tube (red)
25	P2H400165	1	-	--Sleeve	59	-	1	1	-Nylon tube (blue)
25	P2H400209	-	1	--Sleeve	60	-	1	1	-Nylon tube (green)
26	P2H400228	1	1	--Pin	69	KA86100300	2	2	-Hose clip
27	KA40310040	1	1	--Retaining ring	61	KA30220500	1	1	Plain washer
29	KA00910642	2	-	--Cap screw	62	KA10120510	1	1	Machine screw
29	KA00910844	-	2	--Cap screw	63	P2H300271	1	-	Name plate
30	P2H300162	1	-	--Cover	63	P2H300272	-	1	Name plate
30	P2H300152	-	1	--Cover	64	KA14549803	2	2	Drive screw
31	KA10220510	2	2	--Machine screw	65	P2H300273	1	1	Caution plate
32	P2H400229	1	-	-Cover	66	P2H400465	2	2	Convex belt
32	P2H300151	-	1	-Cover	67	P2H400126	1	1	Spiral tube
					68	P2H400313	1	1	Spiral tube

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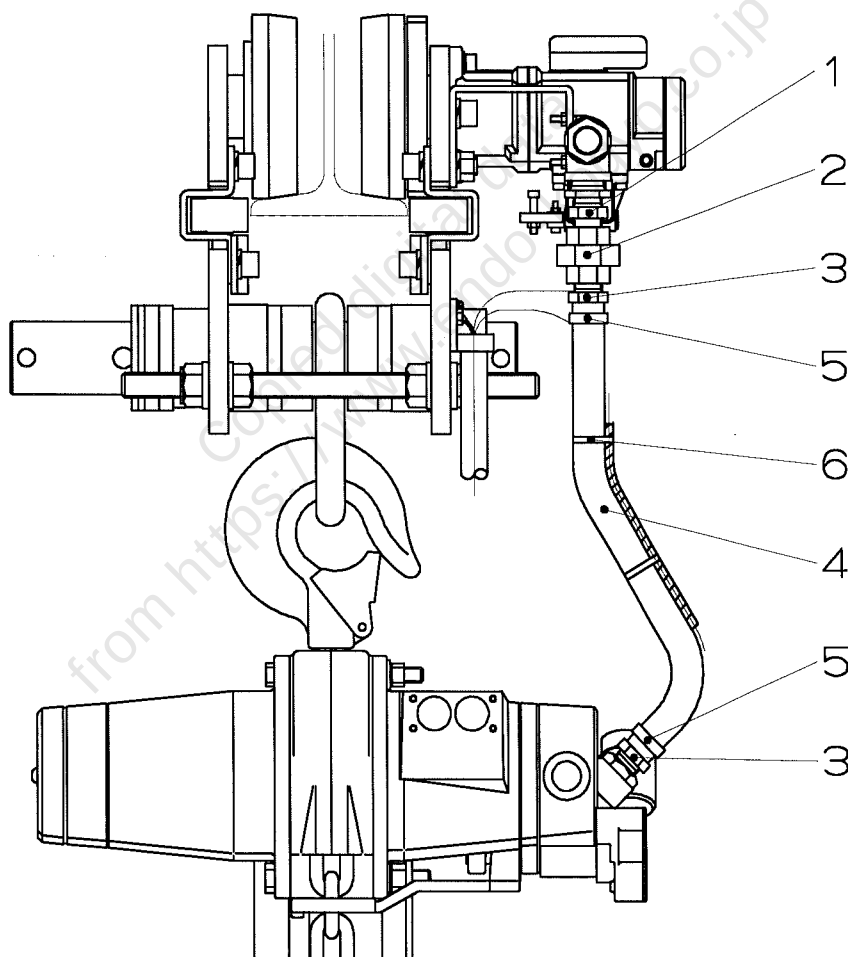
■ PCS-41
PCS-42



■ PARTS LIST PIPING PARTS SET
(MTH-6.3T, EHL-3TS, EHL-6TW)

2015.02.27

Ref. No.	Part No.	Quantity	Description
1	KA81012700	1	Nipple
2	KA81412700	1	Union
3	P2H400080	2	Nipple
4	P2H400731	1	Hose
5	KA86100350	2	Hose clip
6	P2H400201	3	Convex belt



YHM000215

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ENDO 遠藤工業株式会社

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TEL:0256-62-5133 FAX:0256-62-5772
<https://www.endo-kogyo.co.jp>

事業所情報につきましては、
二次元バーコードよりご確認ください。



ENDO ENDO KOGYO CO., LTD.

3-14-7, Akiba cho, Tsubame, Niigata 959-1261, Japan
<https://www.endo-kogyo.co.jp/english> TEL: 81-256-62-5133

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