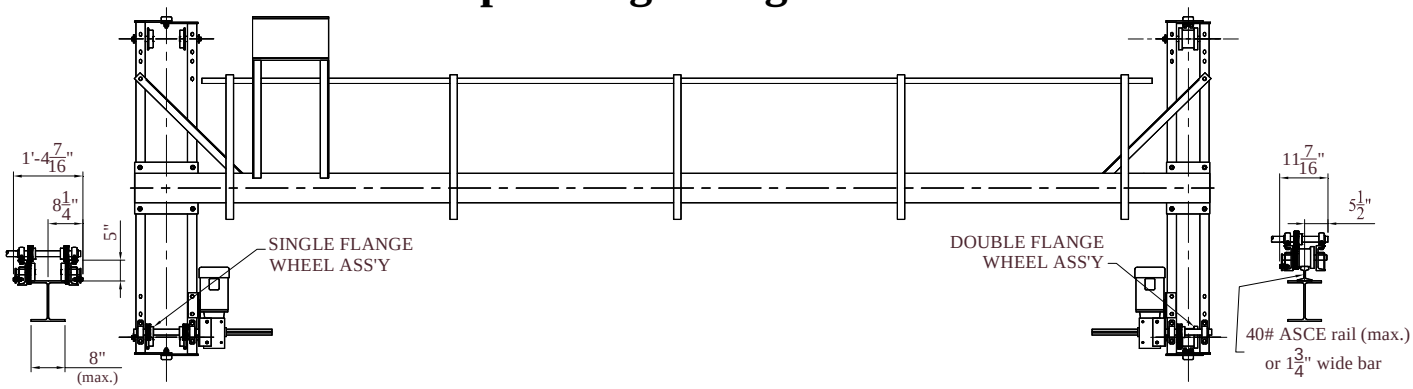
CRANE SPECIFICATIONS – TF6 Series

1-15-11

Spans to 48’ – Capacities from ½ to 5-Ton

Top Riding – Single Girder



WIDE FLANGE MOUNTING **ASCE RAIL MOUNTING**

1. Craneveyor TF6 series cranes are designed for Class A through C, service in compliance with Crane Manufacturer’s Association of America (CMAA) Specification No. 74. TF6 cranes are available for motorized, hand geared and push/pull operation.

2. Maximum girder deflection is 1/600. Girders are wide flange beams with capping channel reinforcement, when required. Girder to end trucks bracing is provided.

3. End truck frames are fabricated from structural steel sections and jig welded for alignment of the bearing/axle assemblies. Rail sweeps, safety lugs and shock absorbing rubber bumpers are provided at truck ends. Standard wheelbases are 4’-0” (TF6-S) and 6’-0” (TF6-L). TF6 end trucks have a unique design that allows the crane to operate on top of the runway beam without the use of ASCE rail, using single flange wheels. The TF6 cranes usually operate on Craneveyor TransTop Free Standing crane structures, which feature runways that are easy to level and align. The TF6 crane can also be provided with double flanged wheels to operate on runways with ASCE or square bar rails, when appropriate.

4. Wheels are 4.25” diameter, C-1040 steel, machined to CMAA 74 tolerances. Wheel treads are hardened to 400 to 450 BHN. Wheels have fixed axles mounted to the truck frames. Drive wheels have precision cut spur gears driven by spur gear pinions. Wheels have lifetime lubricated ball bearings selected for the radial and thrust loads. Maximum beam flange width for runway beam operation is 8”. Double flange wheels operate on 30# or 40# ASCE rails, or can be provided to operate on 60# rail.

5. Drive gear boxes are hollow shaft worm gear type, mounted and keyed to the drive shaft, and torque arm mounted to the truck frame. Worm gearing is in an oil bath, and the low speed spur gearing is grease lubricated. A single drive motor with cross drive shaft and intermediate bearing supports may be provided on short span cranes. Dual drives are provided on longer span cranes. The worm gearing provides a non-coasting drive, and the control provides dynamic braking.

6. Motors are squirrel cage induction type, TEFC, continuous duty, NEMA design B, low slip, suitable for inverter use, and designed for operation in -5° to +40° C ambient temperature with Class B insulation. Special motors or insulations are available for high temperature and severe area use. Motors are NEMA C flange type direct mounted to the gearbox for easy replacement.

7. Standard bridge speeds are 42, 63 or 84 FPM, 2-speed with adjustable frequency control. Optional speeds are 28, 55, 125 FPM.

8. A manual disconnect is provided between the runway conductors and the controls. The disconnect is fused if there are multiple cranes on the runway. Standard motor control is adjustable frequency drive (AFD) with dynamic braking, motor overload/over current protection, magnetic mainline contactor, branch fusing, and 115V control transformer in a NEMA 3R enclosure. The AFD control is provided for single, 2-speed or 2-step infinitely variable control, and has programmable acceleration/deceleration, and other advanced features. Controls are for 208/230/460-3-60 power. Specify the power requirement. Other controls, enclosures and voltages are available on application.

9. Bridge conductors on motorized cranes are festooned flat cable with trolleys on C track. Conductors for push-pull & hand geared cranes are tagline type. Push button control is furnished when the hoist/trolley is ordered with the crane.

10. The bridge steel structure is blast cleaned and provided a primer and a finish safety yellow top coat.

11. Available options include-- traveling pendant station on C Track; radio remote control; travel limit switches; air operation; spark resistant; hazardous or corrosive environment; special painting systems.