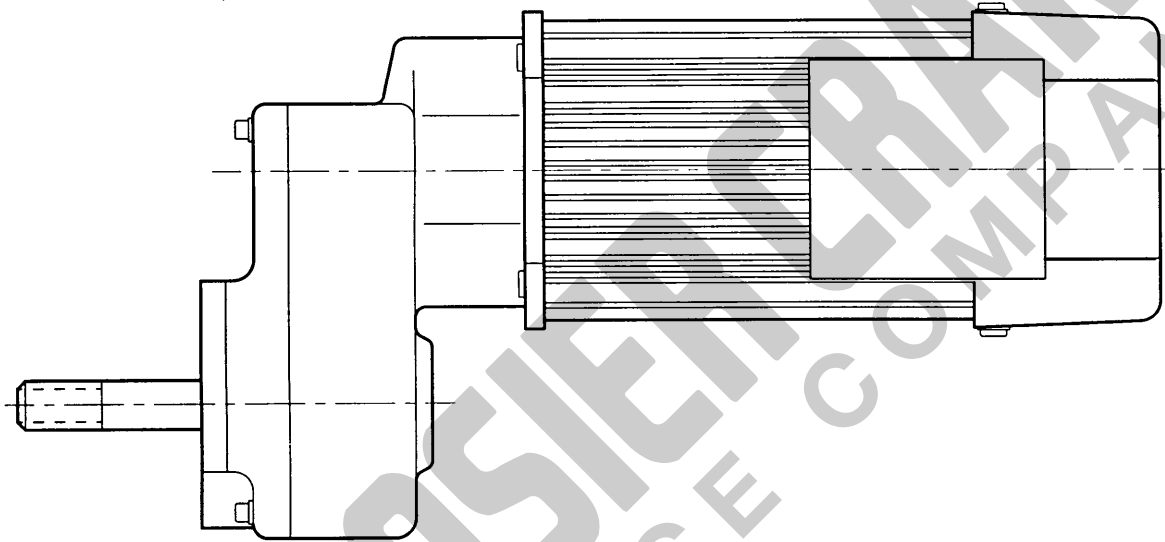


# DS DRIVES

Types DS2 and DS3



## INSTALLATION, OPERATION AND MAINTENANCE INSTRUCTIONS

SERIAL NO.: \_\_\_\_\_



**R&M**  
MATERIALS HANDLING

## IMPORTANT

Read this manual before proceeding with the installation, operation, or maintenance of the product to ensure the safe and efficient use of the product.

It is strongly recommended that the personnel responsible for the operation, inspection, and maintenance of this product, read and follow the Safety Standard ANSI B30.-1993 (or current revised edition) covering Overhead Hoists (underhung) as promulgated by the American National Standards Institute and published by the American Society of Mechanical Engineers. Copies of this publication are available from the Society at United Engineering Center, 345 East 47th Street, New York, NY 10017.

If any instructions are unclear, contact the manufacturer or distributor of the product before attempting to install or use the product.

Manufactured by: R&M Materials Handling, Inc.  
4501 Gateway Blvd.  
Springfield, Ohio 45502  
Tel. (937) 328-5100  
Fax (937) 325-5319



HOOSIER CRANE  
SERVICE COMPANY

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## FOREWORD

This manual has been prepared to acquaint you with the procedures necessary for the installation, operation, and maintenance of the product you have purchased.

Proper installation is important to ultimate performance of this equipment. Careful study and adherence to the instructions will help assure safe, dependable operation. It is recommended that you keep this manual readily accessible in case of an emergency.

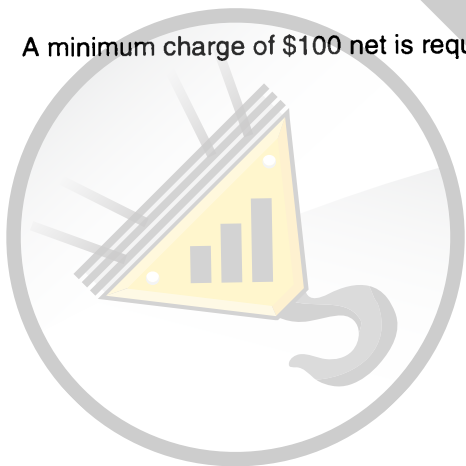
Information in this manual is subject to change without notice.

**STANDARD WARRANTY.** Consult R&M Materials Handling's current Sales Policy for a detailed definition of the product warranty support procedures. If you need a current copy, contact the Warranty Administrator at the factory.

**REPAIR or REPLACEMENT PARTS.** The Illustrated Parts Breakdown in this manual define the parts that are available for repair or replacement. In order to obtain parts, please proceed as follows:

- 1) Locate your nearest R&M Authorized Stocking Parts Distributor and provide the below details. A list of Authorized Stocking Parts Distributors is located on the following page of this manual for your convenience.
- 2) Locate the serial number on the product name plate. This must be provided to insure proper replacement parts.
- 3) Obtain the reference number / numbers from the illustrated parts breakdown for the part / parts that you need.
- 4) Define the quantity for each part.
- 5) Description.
- 6) Power Supply.
- 7) Provide ship to address. Specify street address not Post Office Box number.

A minimum charge of \$100 net is required on all orders.



## SECTION 1 – INSTALLATION

### General

Your hoist trolley or crane endtruck is equipped with a DS type drive(s). To quickly identify the type drive installed on the equipment, the DS drive is face mounted with solid output shaft. A DS drive consists of a gearbox, motor, and brake.

### Receiving and Storage

Inspect the drive immediately on receipt and verify that no damage has been caused during shipment. Check the ratings on the motor nameplate to ensure the information matches your specifications. Store drives in a dry location at room temperature.

### Location

Drive should operate where environment has an ambient temperature range of  $-4$  to  $104^{\circ}\text{F}$  ( $-20$  to  $40^{\circ}\text{C}$ ) and altitude does not exceed 3,280 feet (1000m) above sea level. Contact factory if conditions are more severe. The flow of cooling air to motor shall not be obstructed.

### Lubrication

Gearcases and motors are shipped from factory completely charged with lubrication. To avoid any potential damage from low oil or grease levels resulting from leakage during shipping/handling, all levels must be checked and oil or grease added where necessary. See Section 4 for Recommended Lubricants & Capacities.

### Mounting Position

Motor shaft shall be located either above or at the same level as the gear shaft. Never mount drive where motor shaft is below the gear shaft.

### Installation

To mount the drive to endtruck or trolley, use the following recommended procedures:

- Remove dirt or rust protection wax from mounting surface of endtruck or trolley.
- Lubricate drive shaft splines with grease.
- Install drive and tighten mounting bolts. (See Section 4 for recommended bolt tightening torques)
- If drive has been shipped with solid plug, replace it with a breather plug. Or if drive has a breather plug, remove the pin from the plug. This is to prevent oil leakage due to pressure build up.

### Power Connection

Make sure that power supply voltage is same as that shown on the motor nameplate. The power source and wires must be sized sufficiently to maintain the voltage at motor within 10% of nameplate rating and frequency within 5% of nameplate rating. Improper voltage maintenance can cause motor overheating or sluggishness, and inoperative motor brakes.

For wire sizes and electrical connections refer to National Electric Code - Article 430 and/or local area codes.

(REFERENCE - BREATHER PLUG WITH PIN)

1

2

3

This diagram illustrates the assembly of a motor component. A circular inset on the left provides a magnified view of a breather plug being inserted into a hole in a metal housing. The main exploded view on the right shows the motor housing, a mounting bracket, and three screws (labeled 1, 2, and 3) used for assembly. A large, faint watermark 'STEELECOMPANY.COM' is visible across the background.

1-2 Bulletin DS-1999-1

## SECTION 2 – INITIAL START-UP

### CHECK THE FOLLOWING BEFORE PUTTING INTO SERVICE:

#### Proper Motor Rotation

The direction of rotation of any three-phase A.C. motor can be changed by reversing any two leads of the three power line leads feeding the motor. It is important to insure that the motor/s respond to the direction indicated on the push button insert being depressed.

#### Operation of Brake

Check motor brake to insure that it is operating properly. The friction plate must turn freely when motor is energized. Refer to adjustment procedures for proper setup.

## SECTION 3 – MAINTENANCE

#### **Gearcase Assembly**

Drive consists of precision cut gears and pinions, keyed or splined to steel shafts, supported on bearings. Gears and bearings operate in an oil-bath or semi-fluid grease and requires no additional lubrication. Under normal use, lubrication of gearcase is life-time rated. If the need for relubrication becomes necessary, see Lubrication Schedule and Recommended Lubricants for your drive.

It is recommended that the gearcase cover gasket be replaced whenever inspection or servicing of gearcase requires cover removal.



Fill gearcase to level with lubrication as recommended in Lubrication Schedule, Section 4, prior to putting drive back in service.

#### **Motor/Pinion**

Standard motors are enclosed for protection against normal hazards of dust and moisture.

For DS2 and DS3 drive types, motor coupling slides onto shafts of motor and gears. Lubricate splines of coupling with grease before assembling motor to gear.

#### **Brake**

The type of brake on motor may vary with the type of drive and size of motor. Pay careful attention to the type of brake on your drive motor before adjusting or servicing brake. Rectifier for brake is located in motor terminal box. Proper maintenance and adjustment of the motor brake is essential to the reliable operation of the drive. Heat is generated and wear occurs each time the motor is stopped. The brake life and serviceability will be greatly extended by adequate maintenance. The frequency of brake wear adjustment depends on the duty cycle. For brake adjustment, see Section 5.

### Inspection/Preventative Maintenance Schedule

The intervals between inspections will vary due to the wide range of applications, duty cycles, and environmental conditions encountered by the equipment. The following schedule lists *minimum* requirements, based on intermittent operation on an eight (8) hour day, five (5) days per week work schedule, under normal environmental conditions. If duty is heavier, or environment severe, inspections should be more frequent.

The operator should also bring to the attention of maintenance personnel any unusual operating conditions that occur between inspection periods, and *not* operate equipment until drive has been repaired and is functioning properly.

### INSPECTION/PREVENTATIVE MAINTENANCE SCHEDULE

Time Interval	Inspection Function
Start of each shift	<ul style="list-style-type: none"><li>• Brake function – Test the brake in operation, by accelerating and braking.</li></ul>
Monthly to Quarterly	<ul style="list-style-type: none"><li>• Check for loose or broken connections.</li><li>• Brake – Check that brake is clean and remove dust.</li><li>• Check air gap with feeler gauge for proper air gap. Adjust as required. Refer to Section 5 for instructions.</li></ul>
Annually	<ul style="list-style-type: none"><li>• Check for loose bolts.</li><li>• Check for oil leaks.</li></ul>

### RECOMMENDED LUBRICANTS & CAPACITIES

Type of Lubricant	Type and Size of Drive	Capacity
MOBILUX EP 004 or Equivalent	DS2	13 fl. oz. (0.4 liter)
	DS3	13 fl. oz. (0.4 liter)

### RECOMMENDED BOLT TIGHTENING TORQUES

Gear Type	Bolts to Fasten Gear to Structure	Bolts to Fasten Motor to Gear
DS2	30 lb-ft (40 N.m)	7 lb-ft (8.5 N.m)
DS3	30 lb-ft (40 N.m)	7 lb-ft (8.5 N.m)



## TROUBLESHOOTING

PROBLEM	DIAGNOSIS	POTENTIAL SOLUTION
No traverse motion.	No power.	Check connections.
	Brake not releasing.	Check adjustment. Check for loose connection. Check auxiliary contacts. Check voltage supply. Check rectifier.
Moves in wrong direction.	Phase reversal of three phase power supply.	Interchange any two of the three lead connections either at the power source or at the lead connections to the hoist.
Motor overheats.	Excessive load.	Check weight of load.
	Incorrect voltage or frequency.	Check for correct power supply. Voltage should be within 10% of nameplate rating.
	Wrong voltage.	Check current rating on motor nameplate against power supply. Check motor connections.
	Brake does not release.	Check rectifier for proper voltage. Check resistance of brake coil. Check that coil is energizing and de-energizing. Check that armature disc moves freely. Check brake lining for wear and corrosion. Check air gap.

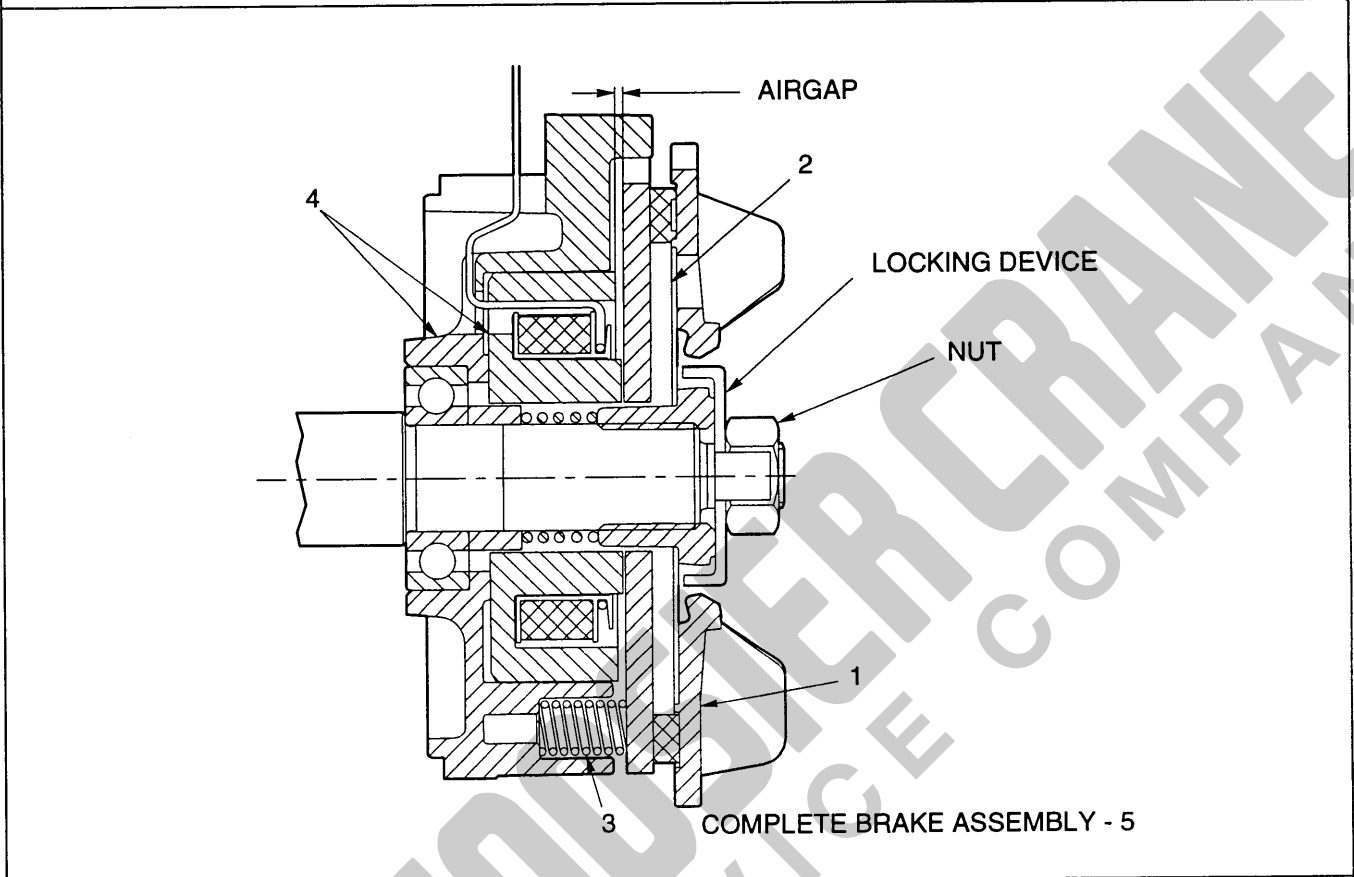


Technical drawing showing the front view of the 'ASSEMBLY - 1'. The assembly consists of a main horizontal body with a complex internal structure. A large, rectangular component (5) is attached to the right side. A smaller, cylindrical component (4) is mounted on top of the main body. A vertical component (3) is also visible on the right side. The drawing includes various mechanical details such as bolts, flanges, and internal channels. A large, faint watermark 'SPEL' is visible across the drawing.

[illegible]

**Bulletin DS-1999-1 4-1**

**NM311, NM312, NM315 BRAKE  
SECTION 4 – SPARE PARTS IDENTIFICATION**

[illegible]

HOIST **SERIAL NUMBER** AND **PART REFERENCE NUMBER** MUST BE PROVIDED WHEN ORDERING REPLACEMENT PARTS.

## NM311, 312, 313 BRAKE SECTION 4 – ADJUSTMENT INSTRUCTIONS

The brake is adjusted for proper torque when shipped from the factory and should not require adjustment in the field. If necessary, torque rating can be reduced by removing springs or increased by adding springs. Refer to Page 4-4 of this section for spring arrangement.

The air gap between the magnet and armature disc will require adjustment from time to time, depending upon frequency of operation and wear of friction material. Adjust brake before air gap exceeds 0.035 in. (0.9 mm). See chart below for proper air gap for your brake.

### To adjust the air gap

- The air gap should be checked in 3 positions using feeler gauge.
- Bend flap of locking device away from nut.
- Turn nut clockwise to decrease air gap. One (1) full turn of nut equals 0.039 in. (1 mm) of air gap. Adjusting nut must be turned at 60° intervals or 1/6 of full turn.
- Adjust air gap back to nominal. (See chart below)
- After air gap adjustment, bend one flap of locking device against nut to prevent loosening.

Brake Type Identification	Torque (lb-ft)	Nominal air gap	Maximum air gap
NM311	1.5	0.012 in. (0.3 mm)	0.035 in. (0.9 mm)
NM312	2	0.012 in. (0.3 mm)	0.035 in. (0.9 mm)
NM313	3	0.012 in. (0.3 mm)	0.035 in. (0.9 mm)

### Installation of Brake

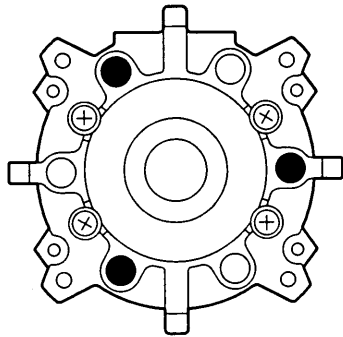
- Insert brake springs into end shield. Install armature disc and brake wheel together against brake springs.



Refer to Page 4-4 of this section for proper location of springs for your brake.

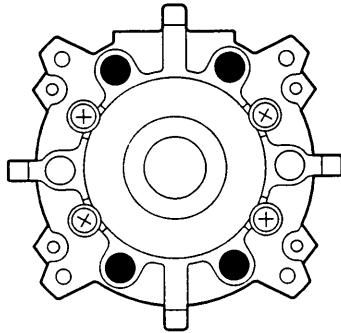
- Insert washer and tighten nut to adjust air gap.
- Insert locking device.
- Tighten mounting bolts.
- Connect wires.

**NM311, 312, 313 BRAKE**  
**SECTION 4 – SPARE PARTS IDENTIFICATION, REPLACEMENT**  
**AND ADJUSTMENT INSTRUCTIONS**



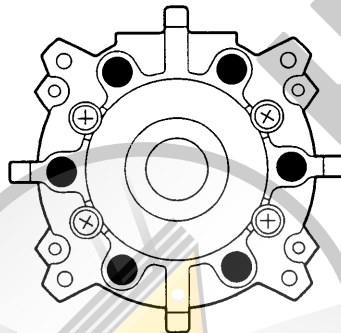
**A**

Braking torque 1.5 ft-lb (2 N.m)  
No. of springs: 3



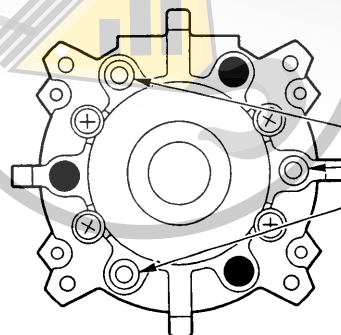
**B**

Braking torque 2.0 ft-lb (2.6 N.m)  
No. of springs: 4



**C**

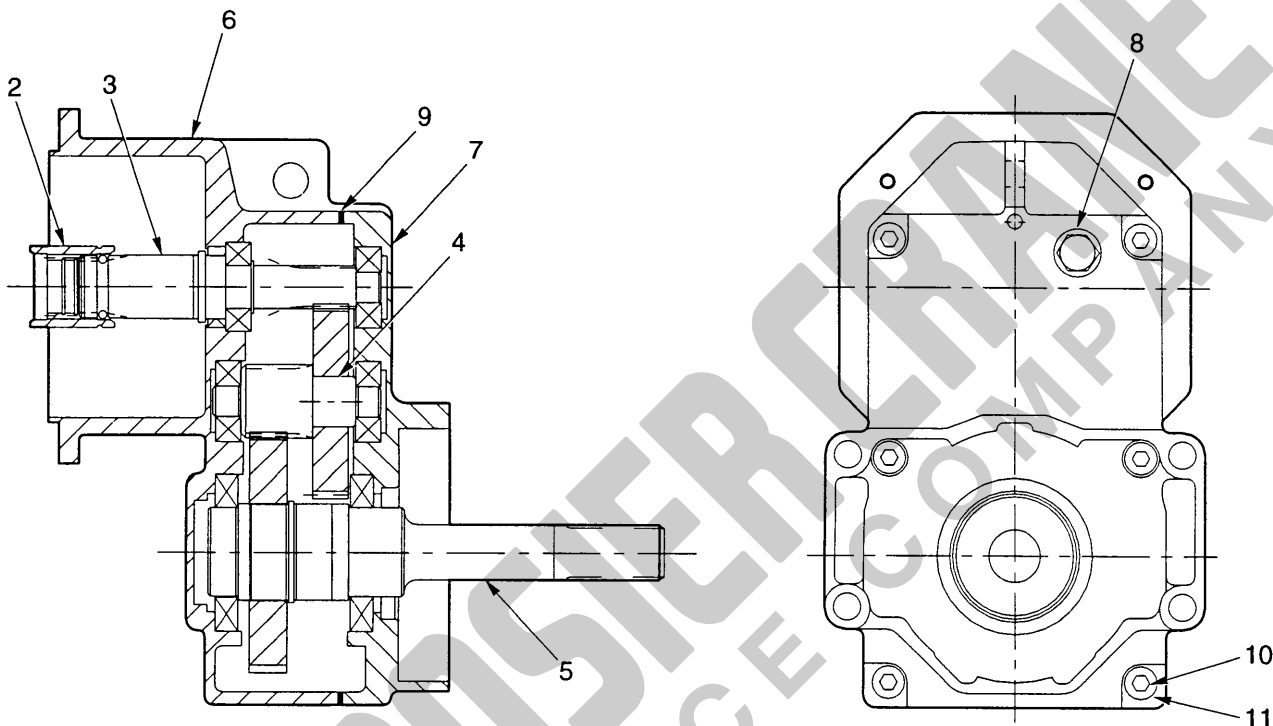
Braking torque 3.0 ft-lb (4 N.m)  
No. of springs: 6



**D**

Braking torque 4.1 ft-lb (5.6 N.m)  
No. of springs: 6 + 3 = 9

COMPLETE ASSEMBLY - 1

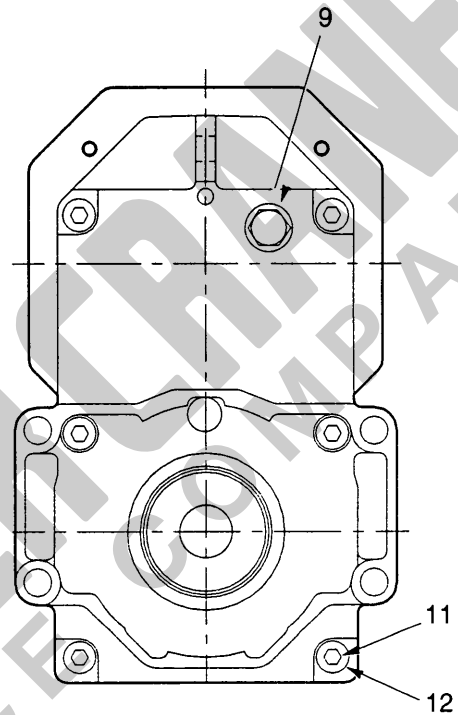


**NOTE: SHAFT ASSEMBLIES INCLUDE BEARINGS.**

[illegible]

**Bulletin DS-1999-1 4-5**

A technical drawing of a mechanical assembly in cross-section. The drawing shows a complex assembly with various components labeled with numbers 2 through 10. The assembly includes a central shaft (6) passing through several housing components. A large flange (3) is on the left, and a smaller flange (4) is in the middle. A long shaft (6) extends to the right. Various seals and gaskets (8, 10) are shown at the interfaces. The drawing uses standard mechanical conventions for cross-sections, with hatching indicating different materials.



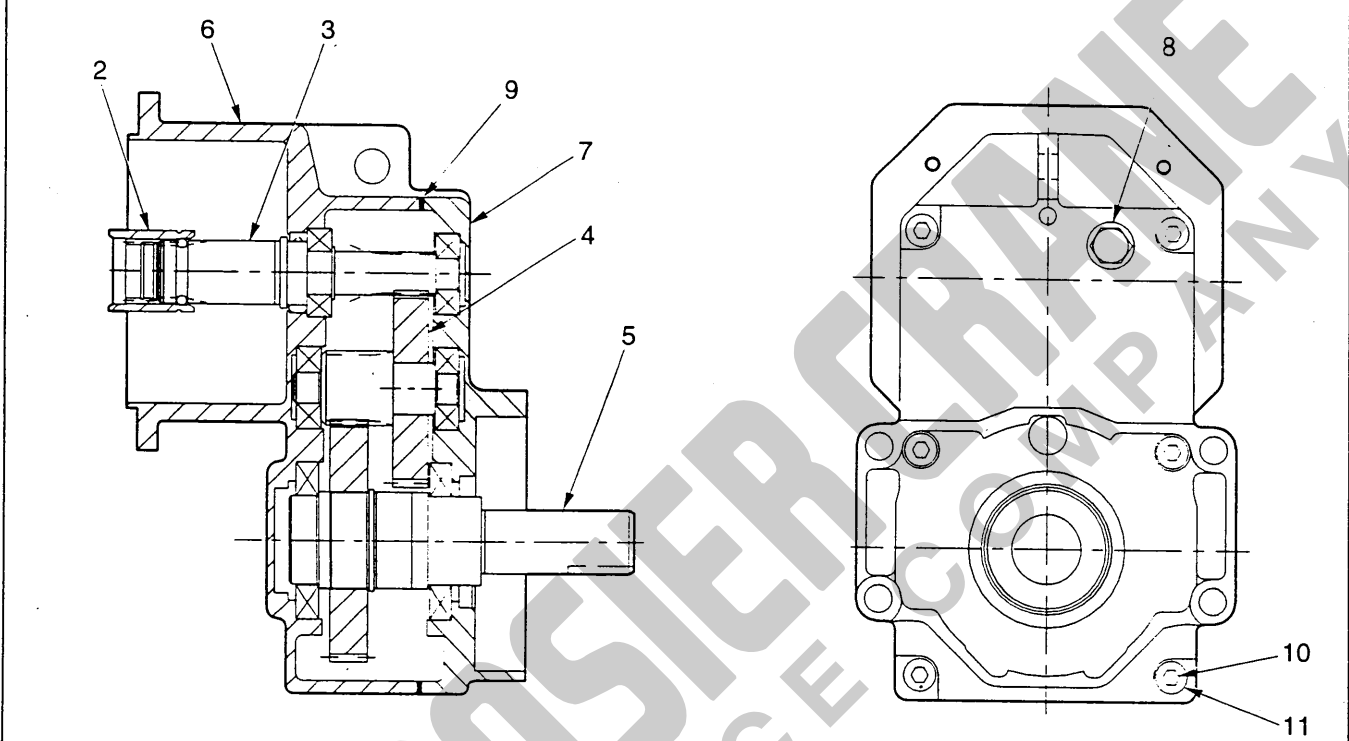
**NOTE: SHAFT ASSEMBLIES INCLUDE BEARINGS.**

[illegible]

**4-6**

## DS3 GEAR REDUCER – DOUBLE REDUCTION SECTION 4 – SPARE PARTS IDENTIFICATION

COMPLETE ASSEMBLY - 1



**NOTE: SHAFT ASSEMBLIES INCLUDE BEARINGS.**

[illegible]

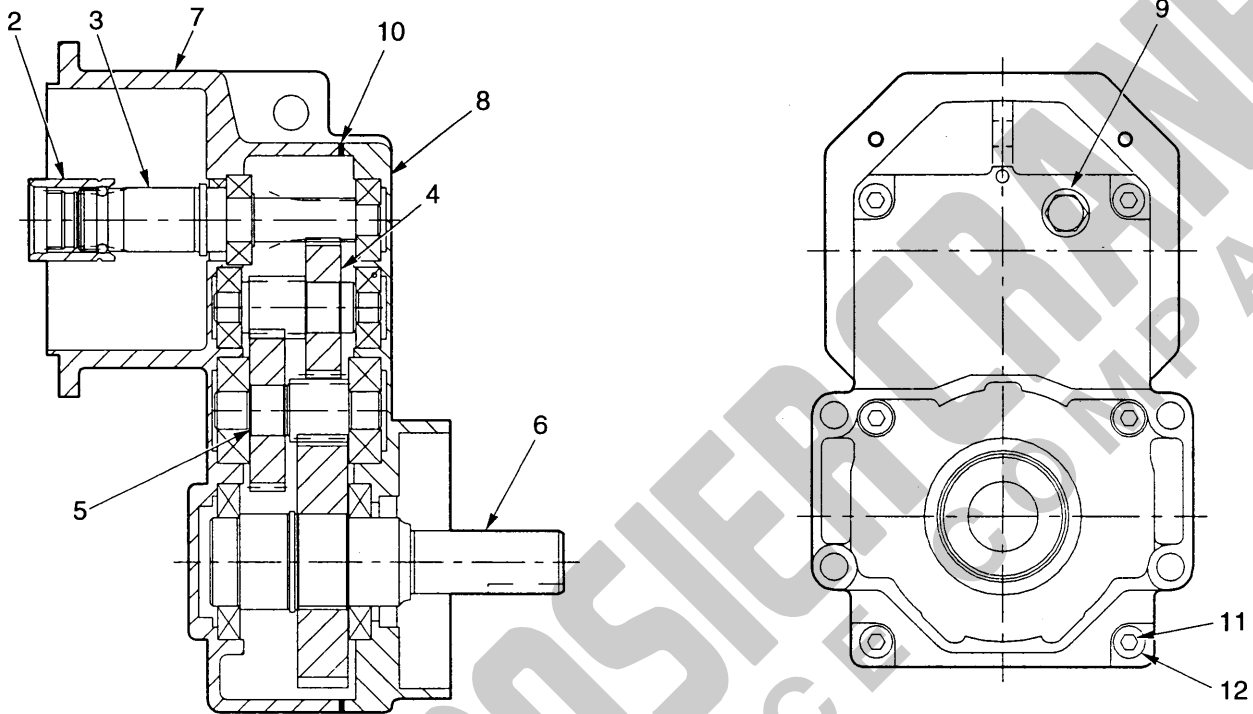
HOIST **SERIAL NUMBER** AND **PART REFERENCE** NUMBER MUST BE PROVIDED WHEN ORDERING REPLACEMENT PARTS.



## DS3 GEAR REDUCER – TRIPLE REDUCTION

### SECTION 4 – SPARE PARTS IDENTIFICATION

COMPLETE ASSEMBLY - 1



**NOTE: SHAFT ASSEMBLIES INCLUDE BEARINGS.**

[illegible]

**HOIST SERIAL NUMBER AND PART REFERENCE NUMBER MUST BE PROVIDED WHEN ORDERING REPLACEMENT PARTS.**