

# UPDATE



Spring, 1995

## User Group Continues to Grow

International Paper Company recently purchased their 13th log handling portal crane system from P&H for their Natchez, MS mill. The turnkey project is being handled by GMH of Atlanta and includes a 40 ton, 165 foot span portal crane. P&H will also be providing rail system installation and crane erection. This will be the second portal crane for the Natchez mill. International Paper is the largest single user of P&H portal cranes, followed closely by Georgia Pacific Corporation, which has eight units.

## Storm Brake Update

We have now sold 16 of our dynamic storm brake systems with 12 of them installed and fully operational. The system provides both uptime insurance and maintenance assistance, making it very user friendly, plus it has been fully tested and proven.

The brake is standad with a jacking feature that allows safe, quick truck and wheel maintenance. Brakes are available to fit non P&H log cranes as well as the largest gantry type chip reclaimers.

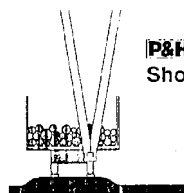
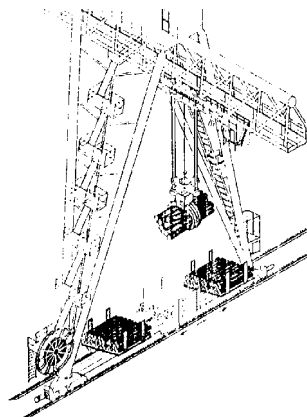
Can you afford to operate your crane without this level of protection? Call Gary Otto for more information.

## Patent Awarded to P&H

A patent was recently awarded to Don Sedushak and P&H for the idea to transport logs on the sill beam of a portal crane for long runway applications. The bunks, as shown below, allow greater utilization of the portal crane where the gantry must travel significant distances to store and retrieve logs. This is a particular interest to short woodyard operations where prior to this concept, a portal crane could not transport the wood fast enough for the mill infeeds.

The design allows the operator to load up the bunks and transport several loads to the infeed deck resulting in dramatic duty cycle improvements.

Contact Gary Otto or Chuck Stoneman for more details on this innovative idea.



**P&H** Portal Crane for Short Wood Handling

## MAINTENANCE TIPS

- Drum mounted disc brakes must be run in anytime brake shoes are replaced or placed into initial service. The brake manufacturer's service manual should describe the procedure which should result in at least 70% of the lining making contact with the disc during operation. The pad area that is in contact with the disc should have a shiny black appearance. Failure to burnish the brake pads at installation could render the brake ineffective at full load.
- Dynamic Braking (DB) circuits require routine maintenance to avoid problems and downtime. A simple loose connection can result in the failure of the DB module, which then reduces the amount of braking available on the motion inverter. If insufficient dynamic braking occurs, then the drive could fault out on an overvoltage trip due to the inability of the DC bus to dissipate the excess voltage generated during deceleration.
- Driver wheels should be closely matched to three or four thousandths in order to provide proper tracking and wear. Drive wheels should also be replaced in matched sets if at all possible and diameters should be checked using a  $\pi$  tape during major inspections. Record the dimensions and monitor the wear.