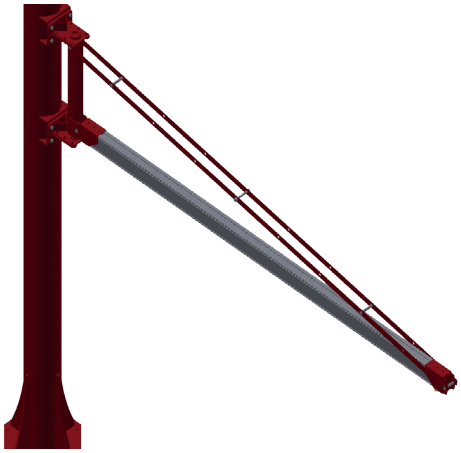
Operating and assembly instructions - Column-Mounted Jib Cranes



SSK.125-2.0 to 6.0
SSK.160-2.0 to 6.0
SSK.250-2.0 to 6.0
SSK.320-2.0 to 6.0
SSK.500-2.0 to 6.0

FIPA Column-Mounted Jib Cranes

FIPA
challenge accepted

SERVICING AND MAINTENANCE

> Maintenance work may only be undertaken by qualified personnel. All other persons are prohibited from such activities.
> Before commencing maintenance work, the power supply must be disconnected and moving parts must be fixed in place and secured. Similarly, accidental reconnection to the power supply must be made impossible.
> In order to prevent accidents, only approved and suitable tools may be used when working on the systems.
> Extreme heat (e.g. welding) should be avoided when using cleaning materials on the systems. The same applies for proximity to readily combustible or heat-sensitive components (e.g. plastics). Failure to observe this point will lead to a risk of fire wherein the release of toxic gases is possible.
> The running surfaces of the trolleys in the extrusions must be kept clear of dirt.
> Contact with concentrated bases and acids can lead to dangerous degradation and corrosion of the crane; if necessary, affected parts should be replaced immediately.
> The intervals and procedures for maintenance work, as they are described in the operating instructions, must be adhered to. The same applies for intervals relating to the replacement of spare parts and wear parts.
> Only original FIPA spare parts may be used.
> Tightening torques for screws and installation data for any spare parts can be found in the assembly instructions.
> Locknuts should be replaced after the fourth time of being unscrewed. They must not be replaced with normal nuts.
> The manufacturer must be allowed to inspect the installed aluminium extrusions of the crane system(s) after an operating life of 15 years with regard to their remaining service life.

SERVICE LOG

Service log (maintenance instructions)

The service log must be completed and kept safe by the customer and presented as required.

The specified inspection intervals are valid for FIPA crane systems in single-shift normal operation. In the case of multi-shift operation and in difficult conditions, such as extreme heat or aggressive atmospheres, shorter servicing intervals are necessary.
The service log must be kept safe by the customer and presented as required.

Type of inspection:
A: Visual inspection; check components for damage
B: Mechanical inspection; check components for mechanical damage/faults (e.g. tighten screws)
C: Ergonomic inspection; check the smooth running and practical usability of the product

Copy this page for use during the next inspection. You can download this page under "Info & Catalogs" on our homepage www.fipa.com.

No.	Type	Inspection characteristic	Inspection intervals			Checked		Findings	Next inspection
			3 months	6 months	12 months	on:	by:		
1-Entire system									
1. 1	A	Overall impression of the system, ask operating personnel about deficiencies		x					
2-Column									
2.1	B	Inspect slide bushing and disc for wear			x				
2.2	A	Inspect column for deformation and damage			x				
2.3	A, B	Inspect screws and anchors			x				
3-Running rails									
3.1	A	Inspect the aluminium extrusions for damage or deformation (in particular after being transported by a forklift)			x				
3.2	A	Clean the running surfaces in the extrusions and inspect for wear			x				
3.3	A, B	Inspect the stops and buffers for wear, tighten screws and inspect retaining clips			x				
4-Trolleys									
4.1	A	Inspect all trolleys for damage (in particular at load-bearing points)			x				
4.2	A, C	Check all rollers for smooth, quiet running and wear			x				
4.3	A, C	Check side pinch rollers for smooth running and wear			x				
4.4	A	Check wear on the suspension bolts, max. 1 mm in diameter			x				
4.5	A	Check retaining clips on the suspension bolts			x				
4.6	A	Check the connectors between trolleys and lifting equipment			x				
5-Trailing line power supply									
5.1	A	Check damage and route of the line (kinks), clamping of the line in the trolley			x				
5.2	B	Wear and running characteristics of the cable trolleys			x				
5.3	A	Seat of cable driver and end clamps			x				

ACCEPTANCE INSPECTION

The personnel responsible for performing the inspection, e.g. the crane driver, must be sufficiently qualified to undertake this activity.
The acceptance inspection of the crane system must be performed before initial commissioning by the inspector. Ensure that no person is put at risk during the inspection.

The following points must be performed during the inspection:

- > Check the inspection log, from page 21.
- > Inspection for compliance with any safety regulations (UVV BGV D 6, safety clearances, etc.)
- > Check that the fully assembled system conforms to the given technical specifications.
- > Ensure that the power supply is correctly installed and the operating sequence cannot be impeded.
- > Check for compliance with any safety regulations to be complied with, e.g. accident prevention regulations.
- > Inspect the safety devices and check all measures.
- > The results of the inspection must be documented in the inspection log book.
- > The inspector must make a decision on commissioning.
- > If defects are discovered during the course of the inspection, the operator has to ensure they are redressed immediately. The inspector has to decide whether a new inspection should be performed following remedy of defects.

Acceptance inspection after a substantial change
If substantial changes have been made to the system, an acceptance inspection must be drawn up by the inspector before the system is re-commissioned. The sequence is the same as the inspection before the initial commissioning.

Regularly recurring inspection
The system must be inspected by a trained inspector according to the conditions of use (utilisation of the max. load capacity, operating frequency and the environmental conditions). A system with a large number of operating hours that is mainly operated at full load should be inspected more frequently than, for example, a system that is only used occasionally.
Dusty or aggressive atmospheres can also shorten the inspection interval. The inspection periods vary from the maximum inspection period of 1 year and therefore should be specified in consideration of the conditions of use, and in consultation with the manufacturer in case of doubt.

The results of this inspection must be documented in the crane inspection log book.

Basically the recurring inspection must include:

- > Check the identity of the system against the details in the inspection log book.
- > Inspect the condition of components and equipment in terms of damage, wear, corrosion and other changes.
- > Check the completeness and effectiveness of the safety equipment.
- > Re-inspect if defects affecting safety have occurred and have been rectified.

INSPECTION DOCUMENTS AND INSPECTION LOG BOOK

Inspection before initial commissioning or after retrofit
in accordance with UVV for cranes Section 25 BGV D6 (accident insurance regulations)

Inspection before initial commissioning has been performed.

For commissioning there are

- ☐ no reservations
- ☐ reservations, see inspection sheet for reasons (page 19)

Re-inspection is

- ☐ not necessary
- ☐ necessary

Place, date	Signature of the inspector	BG-Z No. (stamp controller)

Re-inspection (if required)

Place, date	Signature of the inspector	BG-Z No. (stamp controller)

Inspection log book for recurring inspections

The inspection log book must be stored carefully and presented to supervisory authorities on request.

Manufacturer: challenge accepted	Installation company:	Date:
FIPA GmbH Freisinger Strasse 30 D-85737 Ismaning, Germany Tel.: +49 89 962489-0 Fax: +49 89 962489-11		FIPA project number:

Comments	**Name and company of the inspector**
The recurring inspection in accordance with the *maintenance instructions* has been performed. - No - defects were identified (see inspection findings report number _____)	--- Date / Signature
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Comments	**Name and company of the inspector**
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Notes

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