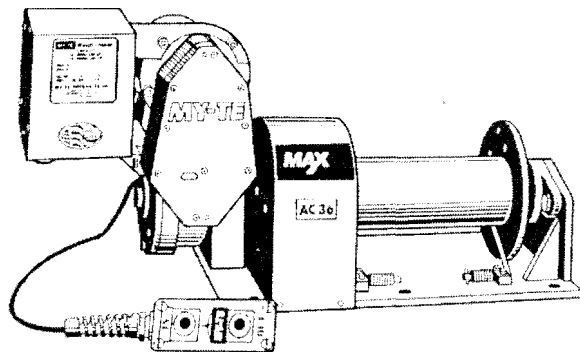


Model AC 36B



Winch and Hoist OPERATION and MAINTENANCE OF MAX AC 36B-115 VOLT AC

**6000# Double
Line Lift Capacity**

READ THIS BEFORE OPERATING UNIT

INSTALLATION:

Mount on clean, flat surface. Bolt down with 6-1/2" bolts. For ease of service, we do not recommend welding frame to surface.

Unit should be plugged into a 115 Volt A.C. grounded receptacle. Use of extension cords may cause power loss at full capacity. Make sure the voltage and type of current stamped on the name plate is used. The 115 Volt units require 19 amps. service for maximum lift, and uses a manual reset circuit breaker rated at 20 amps.

For additional safety, a power disconnect may be installed to provide a means of cutting power in place of using the power cord to disconnect.

Before the unit is wall mounted, or mounted upside down, remove P/N 286260 Oil Plug Valve and exchange with P/N 286250 Oil Plug located below the control box on the worm gear housing cover.

CABLE CONNECTION AND CABLE SAFETY:

Maintain at least 4 wraps of cable on the drum at the maximum reach. The drum cable clamp is not designed to hold load. Inspect the winch, sheaves and cable frequently. Especially watch for frayed cable, loose parts and worn components which may be hazardous. Use the correct size and length of cable for the job. We recommend use of 3/8" cable for most jobs up to 3000 lb. Always provide a 5 to 1 safety factor.

The cable tensioner is designed to prevent the cable from riding over the drum flanges and to maintain a constant pressure against the cable to keep it from binding.

When installing the cable, cable should be placed between the drum and the tensioner, bringing cable around drum to hold in flange. Push cable through hole and secure screws so that they do not extend through the drum flange and interfere with cable tensioner. Be sure cable is wrapped as evenly as possible on drum.

For best results, use only enough cable to meet specific job requirements.

Worn cable is dangerous. Replace cable that has become frayed, broken, kinked or abraded.

OPERATION:

These units are designed for intermittent duty operation. Mfg. recommends a 25% duty cycle. That is, for good motor life, usage of 15 minutes out of one hour is preferable.

To prevent shock loading, slowly remove slack from cable before full load is moved.

The remote control switch is a special 4 wire control which is part of the dynamic brake control system. Changing the switch to some other type will eliminate the braking action. Use only factory provided switch.

Remote switch provides forward and reverse control through a 24 volt transformer. Lifting power is the same in either direction.

MAINTENANCE:

Check all sheaves, rollers and areas of friction. Be sure they turn freely. Misalignment of cable, dragging sheaves, or rollers will consume a great amount of power.

If the unit is installed outside, be sure to provide a cover to protect motor and controls from the weather. When the unit is in operation be sure cover is completely removed.

Periodic inspection of switch and power cord should be made to detect any damage or cuts which would require replacement.

The gearbox oil is shared between the spur and worm gear housings. The factory-installed oil is a Shell product; Omala 68. It is an EP type industrial gear oil, ISO Grade 68. If this is not available, an SAE 20 weight, non-detergent motor oil is acceptable. Standard capacity is 18 ounces.

TROUBLE SHOOTING AND REMEDIES:

CAUTION: BEFORE SERVICING OR INSPECTING UNIT FOR PROBLEMS BE SURE TO DISCONNECT POWER.

If the unit does not run, check power supply. Be sure correct voltage and frequency are being used. Remove power plug and remove control box cover. Visually inspect for loose wires, stuck contacts on relays, and screws which may have worked loose.

If the unit runs but braking is not instantaneous, check resistors and motor brush condition. Bad resistors will effect the dynamic braking. Check resistors for cracked porcelain and exposed wire. Replace as needed. To check resistors electrically, test individually with a continuity test. On ohmeter, each resistor should have a value of 4 ohms and together a resistance of 2 ohms.

Care should be taken to keep the armature in good condition which may be accomplished by lightly rubbing commutator with a rubstone.

Check brushes to see that they seat on the commutator and are not cracked or badly worn. Replace as needed. Brush springs should provide enough tension to help keep brushes seated.

If the unit does not operate properly after the above remedies, contact a qualified electrician or the factory.

WARRANTY:

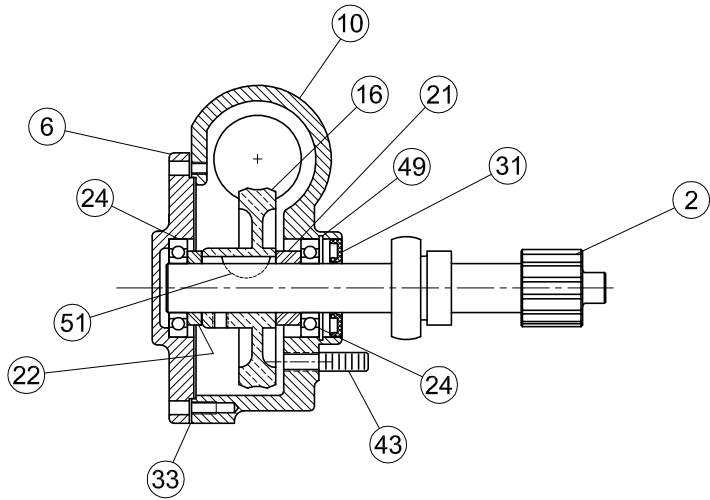
All My-te winch-hoists are designed for material handling use only. My-te Products, Inc. warrants each My-te winch-hoist to be free of defects in material and workmanship for a period of one year. This warranty does not cover abuse, neglect or use above or beyond rated capacity and duty cycle. Warranty coverage includes shipping charges, one way, by standard ground service. Warranty does not cover cost of installation or removal of winch-hoist from service or loss due to downtime or time out of service. My-te will not reimburse unauthorized warranty expense. The final responsibility for fit of winch-hoist with application rests with end user. The warranty is void if the winch-hoist is altered or parts substituted. This warranty is limited to repair or replacement at manufacturer's factory or a point designated by the manufacturer. Inspection by the manufacturer will determine manufacturer's liability.

**MY-TE WINCH-HOISTS ARE DESIGNED
FOR MATERIAL HANDLING USAGE.**

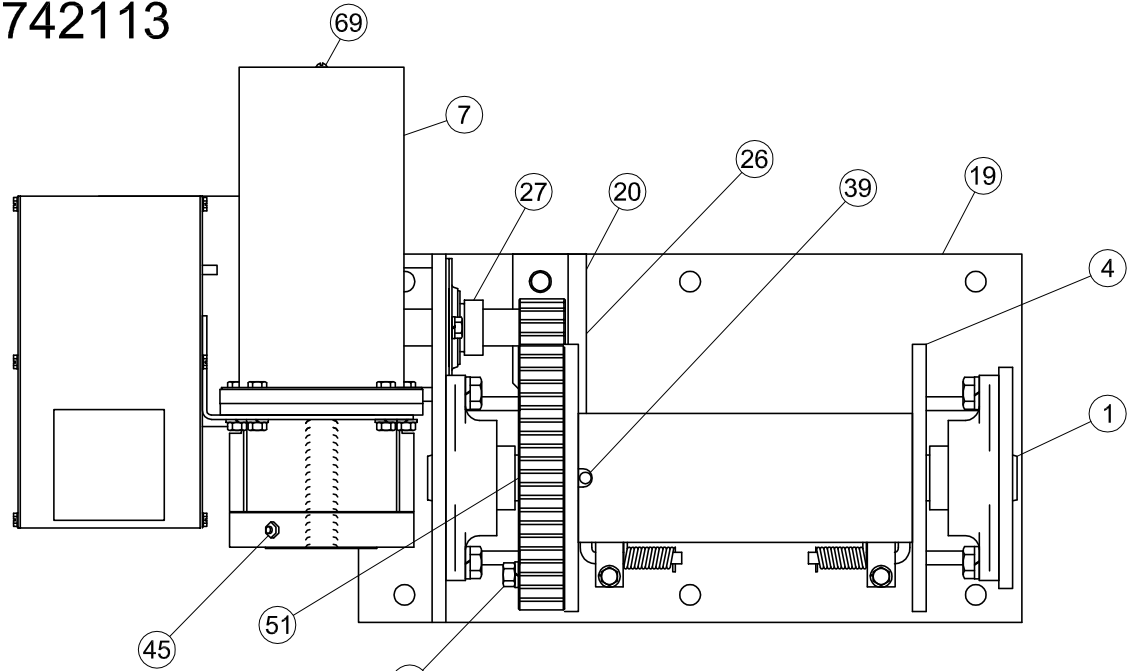


Max AC 36B Parts Drawing

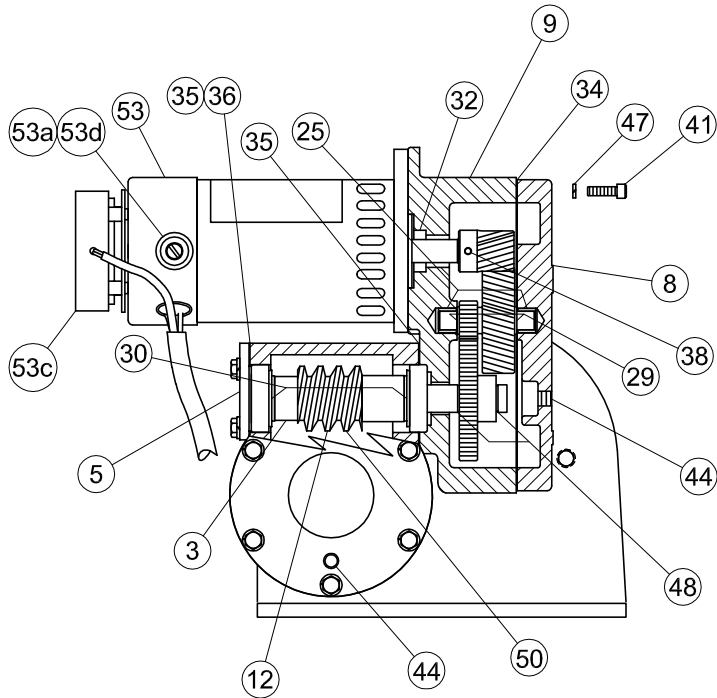
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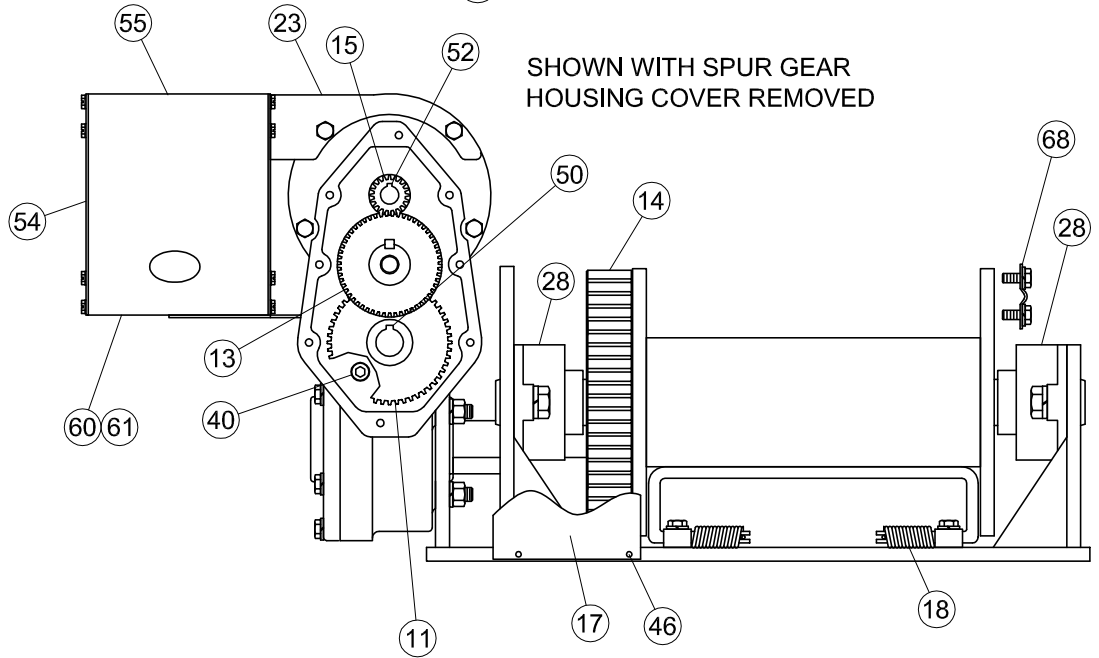
WORM GEAR HOUSING
SUB-ASSEMBLY



TOP VIEW

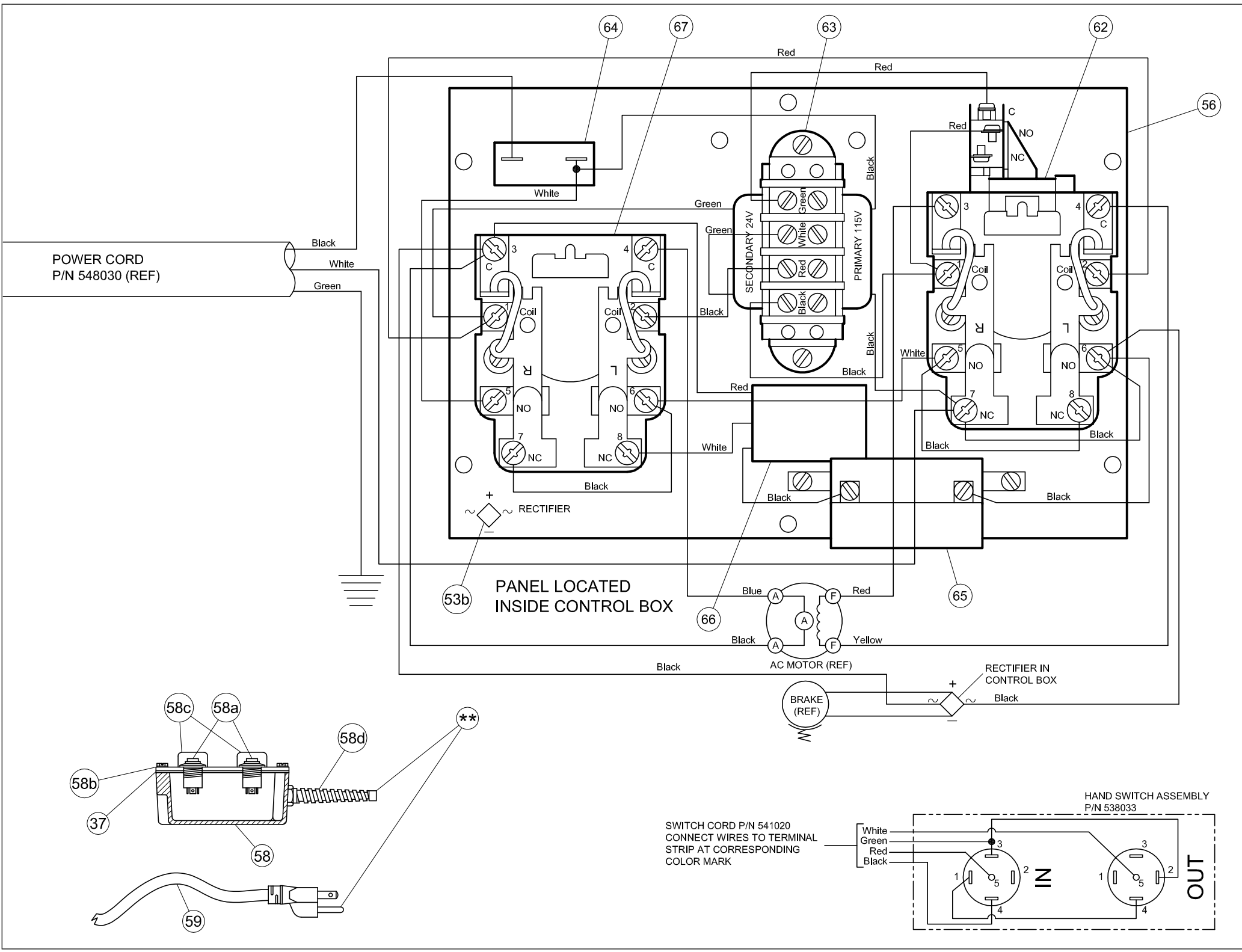


END VIEW



SHOWN WITH SPUR GEAR
HOUSING COVER REMOVED

FRONT VIEW



POWER CORD
P/N 548030 (REF)

PANEL LOCATED
INSIDE CONTROL BOX

AC MOTOR (REF)

HAND SWITCH ASSEMBLY
P/N 538033

SWITCH CORD P/N 541020
CONNECT WIRES TO TERMINAL
STRIP AT CORRESPONDING
COLOR MARK

