OPERATION MANUAL
SAFETY PRINCIPLES, OPERATION AND MAINTENANCE
FOR
SINGLE BEAM TROLLEYS

type Z420-A, Z420-B, Z420-C – lifting capacities 1t, 1,6t, 3,2t and 5t

type Z420R-A, Z420R-B – lifting capacity 1t

type Z420, Z420-C – lifting capacities 7,5t and 10t

Read this Operation Manual carefully before using these products. This manual contains important safety, operation, installation, and maintenance information on the product. Make this manual available to all responsible persons.

Keep for further use!

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CONTENT

1 DEFINITION ............................................................................................................. 3
2 DEVICE PURPOSE .................................................................................................... 3
3 SAFETY PRINCIPLES ............................................................................................... 4
  3.1 SAFETY SUMMARY .......................................................................................... 4
  3.2 SAFETY PRINCIPLES ....................................................................................... 4
  3.2.1 Prior to use .................................................................................................. 4
  3.2.2 When in use .................................................................................................. 4
  3.2.3 After use ....................................................................................................... 5
  3.2.4 Risk analysis ............................................................................................... 5
  3.2.5 Maintenance ............................................................................................... 5
4 PACKING, STORAGE AND MANIPULATION ...................................................... 5
  4.1 PACKING .......................................................................................................... 5
  4.2 STORAGE .......................................................................................................... 5
5 MAIN TECHNICAL PARAMETERS ........................................................................ 6
  5.1 DIMENSIONS ................................................................................................... 6
  5.2 DIVISION ......................................................................................................... 7
  5.3 MAIN TECHNICAL PARAMETERS .................................................................... 8
  5.4 MATERIAL AND DESIGN ................................................................................ 8
  5.5 DATA ON PRODUCT ....................................................................................... 9
6 INSTALLATION OF THE TROLLEY ...................................................................... 9
  6.1 LOAD CARRYING STRUCTURE ....................................................................... 9
  6.2 TRAVELLING (CRANE) TRACK ...................................................................... 9
  6.3 ASSEMBLY OF THE TROLLEY ....................................................................... 9
  6.4 TEST PRIOR TO USE ...................................................................................... 11
7 OPERATION ............................................................................................................. 12
  7.1 APPLICATION OF THE TROLLEY .................................................................. 12
  7.2 SAFE WORKING ENVIRONMENT .................................................................. 12
8 INSPECTION OF THE TROLLEY ....................................................................... 13
  8.1 INSPECTION .................................................................................................... 13
  8.1.1 Inspection classifications .......................................................................... 13
  8.1.2 Daily inspection .......................................................................................... 13
  8.1.3 Regular inspection ....................................................................................... 13
  8.1.4 The trolley occasionally used ..................................................................... 13
  8.1.5 Inspection record ........................................................................................ 13
  8.1.6 Inspection procedure ................................................................................. 14
9 LUBRICATION ......................................................................................................... 15
  9.1 GENERALLY ................................................................................................... 15
  9.2 GEARINGS OF THE TROLLEY ....................................................................... 15
10 MAINTENANCE .................................................................................................... 15
  10.1 SAFETY PRINCIPLES .................................................................................... 15
  10.2 GENERAL INSTRUCTIONS .......................................................................... 15
  10.3 CHECK ........................................................................................................... 15
  10.4 REPAIR .......................................................................................................... 16
  10.5 TEST ............................................................................................................... 16
11 PUTTING OUT OF OPERATION – DISPOSAL ....................................................... 16
12 RELATED DOCUMENTATION ........................................................................... 16
13 FINAL REQUIREMENTS OF THE MANUFACTURER TO THE CUSTOMER .... 16
1 DEFINITION

Danger is used to indicate the presence of a hazard, which will cause death or severe injury, if the operating staff does not avoid it.

Warning is used to indicate the presence of a hazard, which can cause death or severe injury, if the operating staff does not avoid it.

Caution is used to indicate the presence of a hazard, which can cause minor injury, if the operating staff does not avoid it. Caution can also warn against dangerous practices.

Lifting capacity (Q): indicates maximum permitted mass (working load limit), which a trolley is designed to be loaded during operations under conditions specified in this manual.

2 DEVICE PURPOSE

2.1 The single beam trolley types Z420-A, Z420-B and Z420-C – lifting capacities 1t, 1,6t, 3,2t and 5t and its modifications types Z420R-A, Z420R-B – lifting capacity 1t and type Z420, Z420-C – lifting capacities 7,5t and 10t (hereinafter referred to as „trolley”) is designed for horizontal travel on flanges of 1-beam. It is intended mainly for suspending of BRANO hand operated lifting devices of the appropriate lifting capacity. The mass of a load must not exceed the nominal lifting capacity.

2.2 The product has been designed to meet requirements provided by the Directive 2006/42/EC of the European Parliament and of the Council as amended by the Czech technical regulation – ministerial order No. 176/2008 of the Coll. of Laws as amended as well as requirements of the ČSN EN ISO 12100 and ČSN EN 13157+A1 harmonized technical standards.

2.3 The product has been designed in compliance with the requirements stipulated by Directive 94/9/EC of the European Parliament and of the Council, as amended by the Czech technical regulation – Government Directive No. 23/2003 Coll., as amended. The product has been designed as IM2c equipment pursuant to ČSN EN 13463-1:2009 and ČSN EN 13463-5:2012. It complies with the conditions stipulated for use in mining environments classed as “hazardous atmospheric conditions 2” pursuant to ČSN EN 1127-2.

2.4 The product has been designed in compliance with the requirements stipulated by Directive 94/9/EC of the European Parliament and of the Council, as amended by the Czech technical regulation – Government Directive No. 23/2003 Coll., as amended. The product has been designed as II2GDcT6 equipment pursuant to ČSN EN 13463-1:2009 and ČSN EN 13463-5:2012. It complies with the conditions stipulated for use in mining environments classed as „zone 1 and zone 21“, „ zone 2 and zone 22“ pursuant to ČSN EN 1127-1.

Note: The articles 2.3 and 2.4 apply for the trolley designed for use in an environment with explosion hazard.
3 SAFETY PRINCIPLES

3.1 SAFETY SUMMARY
Danger exists when traveling with a load, particularly when the trolley is not used properly or is poorly maintained. Since an accident or serious injury could result, special safety precautions must be observed in the course of work with the trolley during its assembly, maintenance and inspection.

WARNING

NEVER use trolley for transporting people.
NEVER transport loads over or near people.
NEVER lift and transport more than lifting capacity shown on the trolley nameplate.
ALWAYS make sure the load carrying structure will provide the adequate support to handle fully loaded trolley and all other operations.
ALWAYS let people around to know when a lift is about to begin.
ALWAYS read operation manual and safety instructions.

Remember that proper rigging, lifting and pulling techniques are the responsibility of the operating staff. Therefore check all applicable national directions, regulations and standards for further information on the safety work of your trolley.

3.2 SAFETY PRINCIPLES

WARNING

3.2.1 Prior to use
ALWAYS ensure physically fit, qualified and instructed persons older than 18 years of age, familiarized with this manual and trained in safety conditions and way of work, operate the trolley.
ALWAYS check the trolley before daily use according to the article 8.1.2 „Daily inspection“.
ALWAYS make sure that ends of rail girder are fitted with stop ends.
NEVER use damaged or worn out trolley.
NEVER use corroded, twisted or damaged hand chain.
NEVER use a trolley without a visible marking of lifting capacity on a nameplate.
NEVER use a trolley marked by the label „OUT OF OPERATION“.
ALWAYS consult with the manufacturer or his authorized representative use of the trolley in non-standard or extreme environment

3.2.2 When in use
ALWAYS use manual power only.
ALWAYS ensure two persons operate trolleys of lifting capacities 3,2 – 10t when loading them with loads approaching the nominal lifting capacity.
NEVER use a trolley as a part for tensioning, pulling or anchoring loads.
NEVER allow swinging the load, causing impacts or vibrations.
NEVER load a trolley by diagonal pull.
NEVER leave a suspended load without supervision.
NEVER weld, cut or make any other operations on a suspended load.

3.2.3 After use
NEVER leave a load suspended on the trolley.
ALWAYS ensure the trolley against any incompetent use.

3.2.4 Risk analysis
The analysis of possible risks in light of design, operation and environment of the trolley application is presented in freestanding document „Risk analysis“. This document can be required in service centers.

3.2.5 Maintenance
ALWAYS enable qualified persons to inspect the trolley regularly.
ALWAYS ensure the sliding parts were greased enough.
Only such interventions can be done when maintaining the trolley that are in compliance with requirements of the manufacturer specified in the chapters 10 and 13 of this manual.
IT IS NOT PERMITTED to carry out repairs and maintenance in other way than specified by the manufacturer. It concerns namely the forbiddance of using of unoriginal spare parts or carrying out modifications on the product without any approval of the manufacturer.

4 PACKING, STORAGE AND MANIPULATION

4.1 PACKING
4.1.1 Trolleys of lifting capacity 1t are supplied assembled, packed into paperboard boxes. Trolleys of lifting capacities 1,6t, 3,2t 7,5t and 10t are supplied assembled in bulk on pallets. The hand chain is ensured against unrolling by the wire.

4.1.2 The following accompanying documentation is a part of the delivery:
   a) Operation Manual
   b) EC Declaration of Conformity
   c) Certificates of Quality and Completeness and Guarantee Card.
      c1) Guarantee period is stated in the Guarantee Card.
      c2) The guarantee does not apply to defects caused by infringement of the instructions stated in this Operation Manual and defects occurred owing to improper use and unskilled intervention.
      c3) The guarantee does not apply also to modifications on the product or using of unoriginal spare parts without an approval of the manufacturer.
      c4) A claim for defects in the product must be applied according to the relevant provisions of the Commercial Code or the Civil Code, as amended.
   d) List of service centers (for the Czech and Slovak Republics only).

4.2 STORAGE
Store trolleys in dry and clean stocks free of chemical influences and vapours.
(1) Always store a trolley without any suspended load.
(2) Remove from the trolley all dust, water or impurities.
(3) Lubricate the gear transmission and pivots of wheels.
(4) During further use follow instructions of the article 8.1.2 „Daily inspection“ or 8.1.4 „Trolley occasionally used“.
5 MAIN TECHNICAL PARAMETERS

5.1 DIMENSIONS

PIC. 5.1.1 SINGLE BEAM TROLLEYS, TYPES Z420-A, Z420-B, Z420-C
Lifting capacity 1 t

PIC. 5.1.2 SINGLE BEAM TROLLEYS, TYPES Z420R-A, Z420R-B
Lifting capacity 1 t

<table>
<thead>
<tr>
<th>Type</th>
<th>Lifting capacity (t)</th>
<th>Main dimensions (mm)</th>
<th>I – beam (I, IPE, HEA, HEB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Z420-A</td>
<td></td>
<td>a ~ h L v d1 r k m n</td>
<td></td>
</tr>
<tr>
<td>Z420-B</td>
<td>1</td>
<td>245 100 178 209 55 87</td>
<td>95 52 – 80 99 – 126 50 – 113 1000</td>
</tr>
<tr>
<td>Z420-C</td>
<td></td>
<td>245 100 286 209 55 87</td>
<td>95 52 – 134 99 – 180 50 – 226 1000</td>
</tr>
<tr>
<td>Z420R-A</td>
<td></td>
<td>245 100 372 209 55 87</td>
<td>95 90 – 177 136 – 223 125 – 300 1000</td>
</tr>
<tr>
<td>Z420R-B</td>
<td></td>
<td>245 100 286 177 55 87</td>
<td>63 52 – 80 - - 50 – 113 1000</td>
</tr>
</tbody>
</table>

Notes: 1) R = minimal radius of the track curvature.
PIC. 5.1.3 SINGLE BEAM TROLLEYS, TYPES Z420-A, Z420-B, Z420-C
Lifting capacities 1.6 t ;3.2 t ;5t ;7.5 t and 10 t

<table>
<thead>
<tr>
<th>Type</th>
<th>Lifting capacity (t)</th>
<th>Main dimensions (mm)</th>
<th>I-beam (I, IPE, HEA, HEB, HEM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>a ~ h</td>
<td>L</td>
<td>v</td>
</tr>
<tr>
<td>Z420-A</td>
<td>1.6</td>
<td>350</td>
<td>121.5</td>
</tr>
<tr>
<td>Z420-B</td>
<td></td>
<td>350</td>
<td>121.5</td>
</tr>
<tr>
<td>Z420-C</td>
<td></td>
<td>350</td>
<td>121.5</td>
</tr>
<tr>
<td>Z420-A</td>
<td>3.2</td>
<td>435</td>
<td>134</td>
</tr>
<tr>
<td>Z420-B</td>
<td></td>
<td>435</td>
<td>134</td>
</tr>
<tr>
<td>Z420-C</td>
<td></td>
<td>435</td>
<td>134</td>
</tr>
<tr>
<td>Z420-C</td>
<td></td>
<td>505</td>
<td>149</td>
</tr>
<tr>
<td>Z420</td>
<td>7.5</td>
<td>685</td>
<td>248</td>
</tr>
<tr>
<td>Z420-C</td>
<td></td>
<td>685</td>
<td>248</td>
</tr>
<tr>
<td>Z420</td>
<td>10</td>
<td>765</td>
<td>278</td>
</tr>
<tr>
<td>Z420-C</td>
<td></td>
<td>765</td>
<td>278</td>
</tr>
</tbody>
</table>

Notes: 1) R = minimal radius of the track curvature.

5.3 DIVISION

Z420-A - basic design, with drive
Z420-B - long cross beam, with drive
Z420-C - long cross beam, with drive
Z420R-A - basic design, without drive
Z420R-B - long cross beam, without drive

Note: with drive = with chain wheel and hand chain.
5.3 MAIN TECHNICAL PARAMETERS

<table>
<thead>
<tr>
<th>Type</th>
<th>Lifting capacity Q (t)</th>
<th>Operating force for travel (^3) (N)</th>
<th>Travelling speed (^1) (m/min)</th>
<th>Range of working temperature</th>
<th>Basic length of chain (^2) (m)</th>
<th>Weight (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Z420-A</td>
<td>1</td>
<td>250</td>
<td>4,8</td>
<td>-20°C to +50°C</td>
<td>3</td>
<td>8,7</td>
</tr>
<tr>
<td>Z420-B</td>
<td>1</td>
<td>250</td>
<td>4,8</td>
<td>-</td>
<td>-</td>
<td>10,4</td>
</tr>
<tr>
<td>Z420-C</td>
<td>1</td>
<td>250</td>
<td>4,8</td>
<td>-</td>
<td>-</td>
<td>11,4</td>
</tr>
<tr>
<td>Z420R-A</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>6,4</td>
</tr>
<tr>
<td>Z420R-B</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>7,8</td>
</tr>
<tr>
<td>Z420-A</td>
<td>1,6</td>
<td>150</td>
<td>2,25</td>
<td>-20°C to +50°C</td>
<td>3</td>
<td>21</td>
</tr>
<tr>
<td>Z420-B</td>
<td>1,6</td>
<td>150</td>
<td>2,25</td>
<td>-</td>
<td>-</td>
<td>22,8</td>
</tr>
<tr>
<td>Z420-C</td>
<td>1,6</td>
<td>150</td>
<td>2,25</td>
<td>-</td>
<td>-</td>
<td>24</td>
</tr>
<tr>
<td>Z420-A</td>
<td>3,2</td>
<td>280</td>
<td>2,3</td>
<td>-20°C to +50°C</td>
<td>3</td>
<td>35,9</td>
</tr>
<tr>
<td>Z420-B</td>
<td>3,2</td>
<td>280</td>
<td>2,3</td>
<td>-</td>
<td>-</td>
<td>37,8</td>
</tr>
<tr>
<td>Z420-C</td>
<td>3,2</td>
<td>280</td>
<td>2,3</td>
<td>-</td>
<td>-</td>
<td>39,5</td>
</tr>
<tr>
<td>Z420-A</td>
<td>5</td>
<td>350</td>
<td>1,8</td>
<td>-20°C to +50°C</td>
<td>3</td>
<td>52,9</td>
</tr>
<tr>
<td>Z420-B</td>
<td>5</td>
<td>350</td>
<td>1,8</td>
<td>-</td>
<td>-</td>
<td>54,7</td>
</tr>
<tr>
<td>Z420-C</td>
<td>5</td>
<td>250</td>
<td>1,8</td>
<td>-</td>
<td>-</td>
<td>58</td>
</tr>
<tr>
<td>Z420</td>
<td>7,5</td>
<td>500</td>
<td>5,97</td>
<td>-20°C to +50°C</td>
<td>3</td>
<td>124,2</td>
</tr>
<tr>
<td>Z420-C</td>
<td>7,5</td>
<td>500</td>
<td>5,97</td>
<td>-</td>
<td>-</td>
<td>128,2</td>
</tr>
<tr>
<td>Z420</td>
<td>10</td>
<td>500</td>
<td>7,3</td>
<td>-20°C to +50°C</td>
<td>3</td>
<td>179,5</td>
</tr>
<tr>
<td>Z420-C</td>
<td>10</td>
<td>500</td>
<td>7,3</td>
<td>-</td>
<td>-</td>
<td>187</td>
</tr>
</tbody>
</table>

Note:
1) Calculated on the presumption of winding off 30m of hand chain per minute.
2) Trolleys with hand chain longer than 3m can be ordered separately.
3) At trolleys with lifting capacities 3,2 – 10t it is necessary when loading with loads approaching nominal lifting capacity to ensure the operation by two persons.

5.4 MATERIAL AND DESIGN

5.4.1 All parts of the trolley are made of steel and cast iron.

5.4.2. Materials inclinable to creation of an incendiary spark in terms of the annex No. 2 article 1.3.1 to the ministerial order No. 23/2003 of the Coll. of Laws and the ČSN EN 1127-2 article 6.4.4, ČSN EN 1127-1 article 6.4.7 and ČSN EN 13 463-1 article 8.1 harmonized technical standards are not used in the trolley design.

5.4.3. Materials with dangerous effects of static electricity within the meaning of the ČSN EN 1127-2 article 6.4.7, ČSN EN 1127-1 article 6.4.7, ČSN EN 13463-1 article 7.4.3 and ČSN 33 2030 are not used in the trolley.

5.4.4 The product does not exceed the noise values specified in the annex 1 article 1.7.4.2 letter u of the MO No. 176/2008 of the Coll. of Laws (EP and RE directive No. 2006/42/EC)

Note: The articles 5.4.2 and 5.4.3 apply for a trolley design for use in an environment with explosion risk.
5.5 DATA ON PRODUCT
Every product is fitted with label with specified data as follows:

<table>
<thead>
<tr>
<th>Standard design:</th>
<th>Design to environment with explosion risk:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturer’s identification</td>
<td>Manufacturer’s identification</td>
</tr>
<tr>
<td>Address of the manufacturer</td>
<td>Address of the manufacturer</td>
</tr>
<tr>
<td>Type of product</td>
<td>Type of product</td>
</tr>
<tr>
<td>Lifting capacity</td>
<td>Lifting capacity</td>
</tr>
<tr>
<td>Serial number</td>
<td>Serial number</td>
</tr>
<tr>
<td>Year of production</td>
<td>Year of production</td>
</tr>
<tr>
<td>CE marking</td>
<td>CE marking</td>
</tr>
<tr>
<td></td>
<td>Symbol of protection type(IM²c for group I, II²GDcT⁶ for group II)</td>
</tr>
</tbody>
</table>

6 INSTALLATION OF THE TROLLEY

CHECK PRIOR TO INSTALLATION
Prior to installation, check carefully whether the trolley is not damaged.

6.1 LOAD CARRYING STRUCTURE
Travelling (crane) track and related load carrying structure (parts of buildings, etc.), destined for the trolley operation must be documented by the drawing and stress analysis.

⚠️ WARNING
ALWAYS make sure the travelling track and related load carrying structure are firm enough to support the weight of the load and trolley. The installation shall not be carried out onto the structure, where the carrying capacity cannot be verified.

ALWAYS make sure the travelling track is plane.

ALWAYS make sure the ends of the travelling track are equipped with firm stop blocks.

ALWAYS the user is responsible for the load carrying structure!

6.2 TRAVELLING (CRANE) TRACK

⚠️ CAUTION
Trolleys can be installed onto girders with the angle of the lower flange up to 20% or with a flat flange. The range of lower flange width (b) and minimum radius of the travelling track curvature (R) for particular lifting capacities are mentioned in the article 5.1 DIMENSIONS.

⚠️ WARNING
The permitted maximum deflection of the travelling track caused by loading by the actual weight and nominal lifting capacity is 1/500 of distance between suspensions (supports).

The permitted maximum gradient of traveled surface is 0,3%.

The maximum height of the travelling track above the floor is 20m. Any application on higher travelling tracks is necessary to be consulted with the manufacturer.

6.3 ASSEMBLY OF THE TROLLEY

⚠️ CAUTION
Prior to installation of the trolley, inspect it carefully for the possible damage.
Only qualified persons can perform assembly of the trolley.
Be careful during assembly of the trolley to the travelling track and ensure appropriate conditions for assembly according to the environment character, to avoid endanger or injury of people. Use safety equipment when assembling the trolley in heights to avoid falls from height.

The user is responsible for creating conditions for installation and performing the installation.

6.3.1 Condition for the correct travel of the trolley
A) The tolerance (x) between tyres of the travelling wheels and flange of beam shall be approximately 2 mm. For curved tracks it is necessary to increase the tolerance appropriately.
B) The suspension shackle must be in the centre of the beam.
C) Place coupling screws (at lifting capacities 1,6 – 10t) into openings in side plates, so that the condition of tolerance between screw and lower flange of the beam was 3 - 6mm.

6.3.2 Assembly of lifting capacity 1 t
1) Dismantle the side plates of the trolley.
2) Put on the bottom flange of the I - beam the side plate with geared travelling wheels and hand chain wheel. (At type Z420R you can put on any side plate).
3) Put the cross beam to the bushing of the side plate and secure by the cotter pin.
4) Put on the cross beam the relevant number of distance washers, so that the suspension shackle was in the axe of the beam and the condition for the correct function according to the article 6.3.1 was fulfilled.
5) Put the same number and the same size of distance washers on the other side of the suspension shackle.
6) Place the other side plate on the cross beam and all the remaining washers and secure by the cotter pin.
7) Stretch the ends of both cotter pins so that they cannot fall out.
8) Straighten the hand chain.

6.3.3 Assembly of lifting capacities 1,6 t; 3,2 t; 5 t; 7,5t and 10t
1) Dismantle the side plate of the trolley (on side free of gear travel wheels and hand chain wheel) as follows:
   - dismantle outer nuts of the distance bolts and take out split washers,
   - dismantle the split pin of the cross beam,
   - remove the side plate,
   - take out the distance washers and shackle from the cross beam.
2) By the help of distance washers set the side plate on the cross beam so that the shackle was in the axe of beam and the condition for the correct function was fulfilled according to 6.3.1.
3) The same number and the same size of distance washers put on the opposite side of the shackle.
4) Hang up the side plate with the cross beam on the beam and put the other side plate on the cross beam and on the distance bolts.
5) Set on the remaining distance washers onto the cross beam and secure by the cotter pin.
6) Put spring washers on the distance bolts and screw on the nuts. Tighten up properly all nuts of distance bolts.
7) Stretch the ends of both cotter pins so that they cannot fall out.
8) Straighten the hand chain.
9) For the assembly of the trolleys of the lifting capacities 7.5 and 10t use an appropriate load carrying structure (auxiliary lifting device, etc.).

6.3.4 SETTING OF THE HAND CHAIN

After the installation of the trolley in the workplace we check the position of the hand chain. The distance of the end of bottom loop of the hand chain over the level of the surface, on which the operation staff stands during the operation, must be in the range of 500 – 1000mm. Trolleys are supplied with hand chains, the length of which is proportional to the lift height of the chain block or lifting device used for suspending on the trolley, and which during the standard installation meet condition of correct setting of the chain end.

In other cases, where regarding the way of use of the chain block, the length of the hand chain does not meet specified conditions, the chain must be shortened or lengthened.

Shortening of the chain: we disconnect the chain in place of the coupling link by buckling free ends of the links. We shorten the chain by required length and connect again by coupling link. Free ends of the coupling link we bend to one another.

Lengthening of the chain: we disconnect the chain in place of the coupling link by buckling free ends of the links. We attach other part of chain of required length by means of two coupling links. Free ends of coupling links we bend to one another.

The coupling links and hand chain of required length can be bought as spare parts.

Note: the requirement for control chains of other length than standard one can be made just in the order.

6.4 TEST PRIOR TO USE

⚠️ CAUTION

1) Inspect visually load bearing structure, whether it is without defects.
2) First look again through the previous articles of this manual and make sure all steps were correctly done and all parts are safely assembled.
3) Check especially, whether the cotter pins on both sides of the cross beam are properly secured against falling out.
4) By pulling the hand chain of the trolley (or by the move of the trolley at the type Z420R) check the travel on the travelling track.
7 OPERATION

7.1 APPLICATION OF THE TROLLEY
The trolley has been designed entirely for the horizontal travel on flanges of I-beams under normal atmospheric conditions in the workplace and in environments with an explosion risk as well, if there is a symbol of the protection type on the label – see articles 2.3 and 2.4 of this operation manual. The trolley is destined for suspension of the chain block or other lifting equipment always of the appropriate lifting capacity manufactured by the BRANO. When suspending the lifting device of other manufacturer the upper hook shall correspond to the opening in the suspension shackle of the trolley.

Consult with the manufacturer other application of the trolley.
The type Z420 is with travel drive by means of the hand chain and makes possible moving loads in the working area of the travelling track.
The type Z420R is destined for travel by the application of a direct force on the trolley. The travel of the trolley is possible as well by the application of a force on the load (when observing the safety principles specified in the chapter 3 and in the article 7.2), whereas the operating staff pushes the load – we do not recommend to pull the load.

It is destined for organizations and private persons as well.
When installing in outside room protect the trolley against direct climatic influences (shelter).
Since handling with heavy loads may involve unexpected danger, all the „Safety instructions“ according to the chapter 3 must be followed.

\[
\text{\textbf{WARNING}} \\
\text{NEVER suspend a lifting device of a greater lifting capacity than the nominal lifting capacity of the trolley.} \\
\text{NEVER suspend a lifting device, the hook of which does not go freely through the opening in the suspension shackle.}
\]

7.2 SAFE WORKING ENVIRONMENT

\[
\text{\textbf{WARNING}} \\
(1) \text{The operating staff must be demonstrably familiarized with this operation manual, must observe applicable safety and hygienic regulations and must be qualified for operation of this equipment.} \\
(2) \text{The operating staff must be equipped with helmet and gloves when operating the trolley.} \\
(3) \text{When more persons take a part in the operation, always one person must be designated, trained in safety work, that is responsible for handling with the trolley.} \\
(4) \text{He must have a clear and unobstructed view of the whole working area still before starting the work. If it is not possible, one or more persons must help him to supervise in the nearby area of the trolley.} \\
(5) \text{The operating staff must check the entire work place is safe and whether there is a possibility of escaping in case of endanger before starting to operate the trolley.} \\
(6) \text{For travel of the trolley the sufficient space for the operating staff shall be ensured.} \\
(7) \text{When operating the trolley the adequate distance of the operating staff from the suspended load must be kept. It is forbidden to transport bulky loads not allowing keeping the sufficient distance.}
\]
8 INSPECTION OF THE TROLLEY

8.1 INSPECTION

8.1.1 Inspection classifications
(1) Initial inspection: precedes first use. All new or repaired trolleys shall be inspected by a responsible qualified person to ensure the qualified fulfillment of requirements of this operation manual.
(2) Inspections of trolleys operated regularly are generally divided into two classifications based on the intervals at which should be performed. The intervals depend on the condition of the critical components of the trolley and the degree of the wear, deterioration or malfunction. The two general classifications are here classed as daily and regular ones. The respective intervals are defined as follows:

(a) Daily inspection: visual inspection carried out by the operating staff designated by the user at the beginning of each application.

(b) Regular inspection: visual inspection carried out by the qualified person designated by the user.
   1) normal operation – once per year
   2) heavy operation – twice per year
   3) special or infrequent operation – according to the recommendation of the qualified person at first usage and according to the directions of the qualified employees (maintenance workers).

8.1.2 Daily inspection
Regarding parts such as those recommended in section 8.1.6(1) “Daily inspection” verify whether the trolleys are without any defect. Provide this inspection also during operation in the intervals between regular inspections. Qualified employees will determine whether any defect or damage can constitute a hazard or whether more detailed inspection is necessary.

8.1.3 Regular inspection
Complete inspections of the trolley perform as recommended regular inspections. These inspections may be performed with the trolley in its normal location and do not require dismantling of the trolley. Recommended regular inspection specified in the section 8.1.6 (2) shall be performed under the supervision of qualified persons that will determine, whether the complete disassembly of the trolley is necessary. These inspections shall include the requirements of the daily inspection as well.

8.1.4 The trolley occasionally used
(1) The trolley, which has been idle for a period of one month or longer but less than one year, remit to the inspection conforming to the requirements of the section 8.1.2 before follow-up putting it into operation.
(2) The trolley, which has been idle for a period of one year, remit to the inspection conforming to the requirements of the section 8.1.3 before follow-up putting it into operation.

8.1.5 Inspection record
Always keep the record of the performed tests, repairs, inspections and maintenance of trolleys. Dated inspection records perform in time intervals specified in the section 8.1.1 (2) (b) and such records store in an accessible place designated by the user. Defects found by the inspection or recorded during the operation must be announced to the person responsible for safety and designated by the user.
8.1.6 Inspection procedure  
(1) Daily inspection  (carried out by the operating staff or qualified person)

<table>
<thead>
<tr>
<th>PART</th>
<th>INSPECTION METHOD</th>
<th>LIMIT/CRITERIA FOR DISCARD</th>
<th>REMEDY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Function of the trolley</td>
<td>Visual, hearing</td>
<td>Excessive operating force. Travel goes hard.</td>
<td>Clean and lubricate the gear transmission of the travel, lubricate pins of the travel wheels.</td>
</tr>
<tr>
<td>2. Hand chain</td>
<td>Visual</td>
<td>Chain is kinked or twisted. Chain is deformed or damaged and does not enter the chain wheel correctly.</td>
<td>Straight up the chain and set it to the normal position. Replacement of the chain.</td>
</tr>
</tbody>
</table>

(2) Regular inspection  (carried out by qualified person)

<table>
<thead>
<tr>
<th>PART</th>
<th>INSPECTION METHOD</th>
<th>LIMIT/CRITERIA FOR DISCARD</th>
<th>REMEDY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Fastening parts</td>
<td>Visual check of cotter pins and nuts.</td>
<td>Defective cotter pins, inadequate ensured against dropping out.</td>
<td>Exchange of cotter pins, proper stretching of cotter pin ends. Tightening the nuts.</td>
</tr>
<tr>
<td>2. All parts</td>
<td>Visual check</td>
<td>Worn or damage parts. Fouled and non lubricated parts.</td>
<td>Replace by new ones. Dismantle, clean up, lubricate and assemble again.</td>
</tr>
<tr>
<td>3. Name plate – lifting capacity marking</td>
<td>Visual check</td>
<td>Lifting capacity is illegible.</td>
<td>Repair or replace with the new one. Point up the lifting capacity.</td>
</tr>
<tr>
<td>4. Deformation of side plate</td>
<td>Visual check</td>
<td>Visible deformation of parallelism of the side plates.</td>
<td>Repair or replace</td>
</tr>
<tr>
<td>5. Deformation and wear of the crossbeam and suspension shackles</td>
<td>Visual check or check by the help of the slide caliper.</td>
<td>Bent or worn out cross beam or suspension shackle by more than 10%.</td>
<td>Trolley revision. Replacement of the cross beam or the suspension shackle. Putting out of operation.</td>
</tr>
</tbody>
</table>
9 LUBRICATION

9.1 GENERALLY
Before the application of a new lubricant, remove the old one, clean parts by the acid solution and put the new lubricant. Use the lubricant specified by the manufacturer.

9.2 GEARINGS OF THE TROLLEY
Remove the old lubricant from the gear transmission of the trolley and replace by a new one. Use PM-A2 grease or its equivalent.

10 MAINTENANCE

10.1 SAFETY PRINCIPLES

⚠️ WARNING

Only qualified persons (service organizations) trained in safety and maintenance of these trolleys can carry out maintenance, specialized inspections and tests.

ALWAYS use entirely parts supplied by the manufacturer.

It is not permitted to perform repairs and maintenance in other way than specified by the manufacturer. It concerns especially the forbiddance of using of unoriginal parts or performing modifications on the product without any approval of the manufacturer.

ALWAYS check the function of the trolley after performing maintenance.

ALWAYS mark the defective trolley or trolley under repair by an appropriate sign (e.g.: „OUT OF OPERATION”).

NEVER carry out maintenance when a load is suspended on the trolley.

NEVER use trolley, which is under repair!

10.2 GENERAL INSTRUCTIONS
The following instructions give general important information on dismantling, inspection, repair and assembly. If the trolley was dismantled from any reason, proceed according to the following directions.

1. Carry out the maintenance in a clean environment.
2. NEVER dismantle trolley more than necessary to perform the needful repair.
3. NEVER use excessive power during dismantling of parts.
4. NEVER use heat as a means during dismantling parts, when parts are determined for further use.
5. Keep the workplace clean and free of foreign compounds that could come to bearings or other moving parts.
6. If the part is clamped in a vice, always use suitable inserts to protect the surface of the parts.

10.3 CHECK
Check all dismantled parts, whether they are suitable for further use.

1. Check all gearings including the shaft, whether they are not worn out and have no scratches or cracks.
2. Check, whether the side plates are not deformed.
3. Check, whether the cross beam and suspension shackle are not worn out or damaged.
4. Check, whether the travelling wheels rotate free.
10.4 REPAIR
Worn out or damaged parts shall be replaced. Small burrs and scratches or other small surface defects remove and smooth by the fine abrasive stone or an abrasive cloth.

10.5 TEST
The loading test with load exceeding the lifting capacity by 50% shall be done at all repaired trolleys by a qualified person to verifying the trolley function.

11 PUTTING OUT OF OPERATION – DISPOSAL
Trolley does not contain any harmful substances; its parts are made of steel and cast iron. After putting it out of operation, hand over it to a firm dealing with disposal of the waste metal.

12 RELATED DOCUMENTATION
of Law as amended
12.1 EC declaration of conformity

12.2 This Operation Manual was elaborated in accordance with the following technical regulations, technical standards and national regulations:

- ČSN EN ISO 12100
- ČSN EN 13157+A1
- ČSN EN 1127 - 2
- ČSN EN 1127 - 1
- ČSN EN 13463 - 1
- Regulation of CBM (Czech Bureau of Mine) No.22/89 of the Coll. of Laws
- ČSN 33 2030.

13 FINAL REQUIREMENTS OF THE MANUFACTURER TO THE CUSTOMER
Any changes of the product, eventually usage of unoriginal spare parts can be implemented only based on the approval of the manufacturer. When not observing this condition the producer does not guarantee safety of his product. In this case, any manufacturer’s guarantees do not apply to the product.