



THE LOGICAL CHOICE

**INSTRUCTION AND PARTS MANUAL
MODEL H8
PLANETARY HYDRAULIC WINCH**



POWER to Move the World™

TWG Canada

LANTEC and Pullmaster Brands

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A **DOVER** COMPANY



READ THIS MANUAL BEFORE INSTALLING, OPERATING OR SERVICING THIS PRODUCT. THIS MANUAL CONTAINS IMPORTANT INFORMATION. MAKE THIS MANUAL AVAILABLE TO ALL PERSONS RESPONSIBLE FOR THE OPERATION, INSTALLATION, SERVICING AND MAINTENANCE OF THIS PRODUCT.

LIMITED WARRANTY

50130-0

Seller warrants that each article (whether Gear Drive Products, Brake Products and/or Winch Products, all of which are covered hereunder) sold under this order shall at the time of shipment (i) conform to applicable specifications, and (ii) be free from defects in material and workmanship during normal and ordinary use and service (the "Warranty").

Buyer's exclusive remedy and Seller's sole obligation under this Warranty shall be, at Seller's option, to repair or replace any article or part thereof which has proven to be defective, or to refund the purchase price of such article or part thereof. Buyer acknowledges that Buyer is knowledgeable concerning the articles covered by this Warranty and sold in connection therewith which are being purchased, that Buyer has reviewed this Warranty and that the remedies provided hereunder are adequate and acceptable to Buyer.

This Warranty shall expire one (1) year from the date the article is first shipped by Seller. Notice of claimed breach of this Warranty must be given by Buyer to Seller within the applicable period. Such notice shall include an explanation of the claimed warranty defect and proof of date of purchase of the article or part thereof for which warranty coverage is sought. No allowances shall be made by Seller for any transportation, labor charges, parts, "in and out" costs, adjustments or repairs, or any other work, unless such items are authorized in writing and in advance by Seller. Nor shall Seller have any obligation to repair or replace items which by their nature are expendable.

If an article is claimed to be defective in material or workmanship, or not to conform to the applicable specifications, Seller will either examine the article at Buyer's site or issue shipping instructions for return to Seller. This Warranty shall not extend to any articles or parts thereof which have been installed, used, or serviced otherwise than in conformity with Seller's applicable specifications, manuals, bulletins, or instructions, or which shall have been subjected to improper installation, operation, or usage, misapplication, neglect, incorrect installation, overloading, or employment for other than normal and ordinary use and service. This Warranty shall not apply to any article which has been repaired, altered or disassembled, or assembled by personnel other than those of Seller. This Warranty shall not apply to any article upon which repairs or alterations have been made (unless authorized in writing and in advance by Seller). This Warranty shall not apply to any articles or parts thereof furnished by Seller to Buyer's specifications and/or furnished by Buyer or acquired from others at Buyer's request.

SELLER MAKES NO EXPRESS WARRANTIES AND NO IMPLIED WARRANTIES OF ANY KIND, OTHER THAN THE WARRANTY EXPRESSLY SET FORTH ABOVE. SUCH WARRANTY IS EXCLUSIVE AND IS MADE AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING WITHOUT LIMITATION THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

Buyer expressly agrees that Seller is not responsible to perform any work or investigation related in any way to torsional vibration issues and is not responsible for the detection or remedy of Natural Frequency Vibration of the mechanical system in which the unit is installed. Buyer acknowledges, understands and agrees that this Warranty does not cover failures of the unit which result in any manner from the operation of the machine or unit at vibration frequencies at or near the natural frequency vibration of the machine in such a way that damage may result. Buyer expressly agrees that Seller is not responsible for failure damage or accelerated wear caused by machine or ambient vibration. Further, Buyer acknowledges and agrees that Buyer is always solely responsible for determination and final approval of the "application factor" which may be used in Seller's calculations and this application factor is 1.0 unless otherwise stated in Seller's quotation specifications.

The remedies for this Warranty shall be only those expressly set forth above, to the exclusion of any and all other remedies of whatsoever kind. The limited remedies set forth above shall be deemed exclusive, even though they may fail their essential purpose. No agreement varying or extending the foregoing Warranty, remedies, exclusions, or limitations shall be effective unless in writing signed by an executive officer of Seller and Buyer. This Warranty is non-transferable. If a party who had purchased articles from Buyer, or from persons in privity with Buyer, brings any action or proceeding against Seller for remedies other than those set forth in this Warranty, Buyer agrees to defend Seller against the claims asserted in such action or proceeding at Buyer's expense, including the payment of attorneys' fees and costs, and indemnify Seller and hold Seller harmless of, from and against all such claims, actions, proceedings or judgments therein. Buyer also agrees to defend and indemnify Seller of, from and against any loss, cost, damage, claim, debt or expenses, including attorneys' fees, resulting from any claims by Buyer or third parties to property or injury to persons resulting from faulty installation, repair or modification of the article and misuse or negligent operation or use of the article, whether or not such damage to property or injury to persons may be caused by defective material, workmanship, or construction.

ADVISORY: *Winches and hoists are not approved for lifting or handling personnel or persons unless specifically approved in writing from Seller for the specific intended application.*

Under no circumstances shall Seller be liable (i) for any damage or loss to any property other than the warranted article or part thereof, or (ii) for any special, indirect, incidental, or consequential damage or loss, even though such expenses, damages, or losses may be foreseeable.

The foregoing limitations on Seller's liability in the event of breach of warranty shall also be the absolute limit of Seller's liability in the event of Seller's negligence in manufacture, installation, or otherwise, with regard to the articles covered by this Warranty, and at the expiration of the Warranty period as above stated, all such liabilities shall terminate. Buyer's purchase of any article(s) covered by this Warranty shall constitute acceptance of the terms and conditions hereof and shall be binding upon Buyer and Buyer's representatives, heirs and assigns. The laws of the Province of British Columbia shall govern Buyer's rights and responsibilities in regard to this Warranty and the transaction(s) subject thereto, and the Province of British Columbia shall be the exclusive forum and jurisdiction for any action or proceedings brought by Buyer in connection herewith or any dispute hereunder. If any of the terms and conditions contained within this Warranty are void, the remaining provisions thereof are and shall remain valid and enforceable.

SAFETY RECOMMENDATIONS



DANGER

FAILURE TO COMPLY WITH THE FOLLOWING SAFETY RECOMMENDATIONS AND LOCAL RULES AND REGULATIONS WILL RESULT IN PROPERTY DAMAGE, SEVERE INJURY OR DEATH.



Definition: **Caution** indicates a potentially hazardous situation which, if not avoided may result in minor or moderate injury.



Definition: **Warning** indicates a potentially hazardous situation which, if not avoided could result in death or serious injury.



Definition: **Danger** indicates a potentially hazardous situation which, if not avoided will result in death or serious injury.

The planetary hydraulic winches are made for hoisting and lowering loads and to be operated by trained and professional personnel. They are not designed for operations involving lifting or moving personnel. The winches are powered by hydraulic power. The ropes / cables for hoisting operations are not supplied by PULLMASTER. The winches are always assembled in an application, they do not function as an independent machine and it is not allowed to use them as such.

The winches are to be used within the specifications as listed in the manual under "SPECIFICATIONS". Other use as foreseen in the functional description of the hydraulic winch is not allowed without written permission from PULLMASTER.

1. Do not install, operate or service winch before reading and understanding manufacturer's instructions.
2. The winch described herein is not designed for operations involving lifting or moving personnel.
3. Do not lift or carry loads over people.
4. Do not exceed recommended operating pressure (psi) and operating volume (gpm).
5. Do not jerk the winch. Always smoothly accelerate and decelerate load.
6. Do not operate a damaged, noisy or malfunctioning winch.
7. Do not leave a load suspended for any extended period of time.
8. Never leave a suspended load unattended.
9. Winch should be maintained and operated by qualified personnel.
10. Inspect winch, rigging, mounting bolts and hoses before each shift.
11. Warm-up equipment before operating winch, particularly at low ambient temperatures.
12. Verify winch function by raising and lowering a full test load to a safe height before each shift.
13. Do not weld any part of the winch.
14. Verify gear lubrication and brake circulation supply and return before operating winch.
15. Be sure of equipment stability before operating winch.
16. Wear proper clothing to avoid entanglement in rotating machinery.
17. Always stand clear of the load.
18. Use only recommended hydraulic oil and gear lubricant.
19. Keep hydraulic system clean and free from contamination at all times.
20. Maintain winch and equipment in good operating condition. Perform scheduled maintenance regularly.
21. Keep hands clear when winding wire rope onto the winch drum.
22. Do not use the wire rope as a ground for welding.
23. Rig the winch carefully. Ensure that the wire rope is properly anchored to the correct cable anchor slot at the cable drum.
24. Do not lift a load with a twisted, kinked or damaged wire rope.
25. Consult wire rope manufacturer for size, type and maintenance of wire rope.
26. Maintain five wraps of wire rope on the cable drum at all times.
27. In case of a power failure or breakdown leading to an unexpected stop of the hydraulic power circuit, stand clear of the area and the load being hoisted, take the necessary precautions to prevent access to area where the load is halted.
28. The noise level of the winch is 89 dBA measured on a distance of 1.00 meter, 1.60 meters high. The measuring equipment used was: Realistic #42-3019.
29. Clean up any oil spillage immediately.
30. Wear proper clothing and personal protection equipment such as, footwear, safety goggles and a hard hat. Read manual first.



DESCRIPTION OF THE MODEL H8

GENERAL DESCRIPTION:

The PULLMASTER Model H8 is a planetary, hydraulic winch with reversing or lowering speed 4.3 times faster than forward or hoisting speed. The main components of this unit are:

- + hydraulic gear motor
- + multi-disk brake with static and dynamic function
- + primary planet reduction
- + final planet reduction
- + brake housing
- + final drive housing
- + cable drum

FUNCTION IN FORWARD ROTATION (HOISTING):

In forward rotation, the output torque and rpm of the hydraulic motor are transmitted to the sun gear of the primary planet reduction. The output torque and rpm of the primary reduction stage are transmitted to the final reduction stage by the final sun gear shaft, which is splined to the primary planet hub. In forward rotation, or when a load is raised, an over-running clutch, which connects the motor drive shaft to the automatic brake assembly, permits free rotation of the sun gear without effecting the brake. When the winch rotation is stopped, the load on the cable drum causes the over-running clutch to lock and the maximum load is held safely by the disk brake.

FUNCTION IN REVERSE ROTATION (LOWERING):

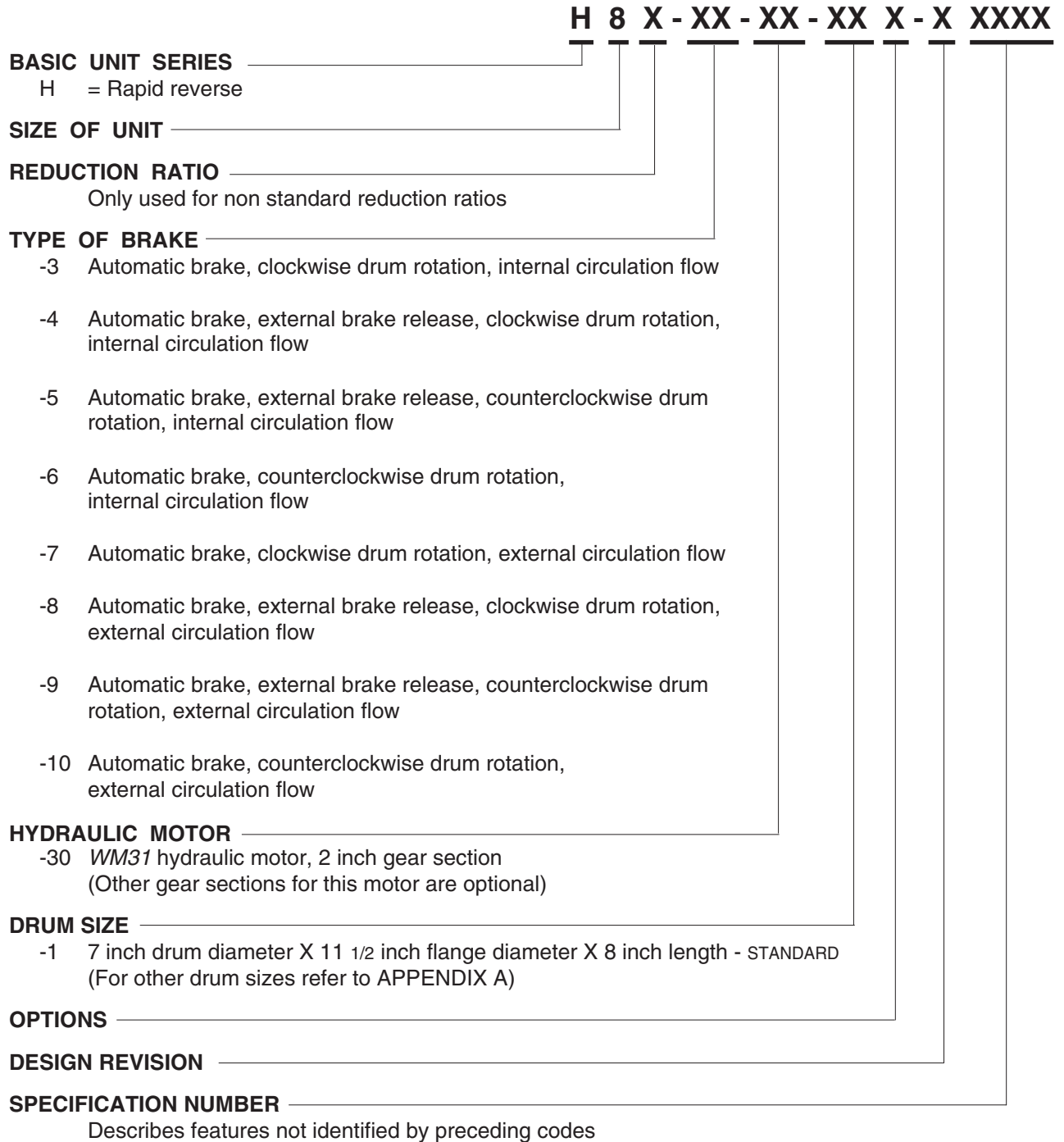
In reverse rotation, hydraulic pressure from the reversing side of the hydraulic motor is channelled to the brake piston causing the brake piston to release the multi disk brake against a number of brake springs. The over-running clutch, connecting the motor drive shaft with the internal gear of the primary planet reduction, locks causing the internal gear to rotate at the same rpm as the primary sun gear. Thus, the primary reduction stage is eliminated and the output torque and rpm of the hydraulic motor are transmitted directly to the final planet reduction stage. With the primary reduction stage eliminated, the reduction is reduced to a ratio of 7.8:1 and the cable drum will rotate 4.3 times faster than in forward or hoisting speed.

If the load on the cable drum tends to effect the lowering speed, the resulting pressure drop in the brake piston causes friction between the brake disks and divider plates. In this way a completely smooth lowering speed can be achieved in a stepless operation by modulation of the winch control handle. When the control handle is returned to neutral position, rotation stops and the disk brake applies automatically.

During the lowering operation of the winch, the friction created by the brake disks results in temperature. This temperature is dissipated by an internal circulation flow, supplied out of the hydraulic motor (approx. 4 (US) gpm - 15 l/min). This circulation flow must be returned directly to the reservoir with a permissible back pressure of 30 psi (2 bar).

IMPORTANT: Under no circumstances must the back pressure in the brake housing be permitted to exceed 30 psi (2 bar). Excessive pressure in the brake housing will damage the oil seal separating the brake housing from the drum interior. Damage to this seal will cause the drum to fill up with hydraulic fluid. In order to prevent potential damage to the drum seals and the end cover of the winch, when the cable drum fills up with hydraulic fluid, a breather relief (see PARTS REFERENCE, item 130) is installed on the end cover. The breather relief bleeds to atmosphere and serves as a warning signal that the oil seal between the brake housing and drum has been damaged.

EXPLANATION OF MODEL CODING



NOTE: Clockwise and counterclockwise drum rotation is the direction of rotation for pulling or hoisting, established by looking at the hydraulic motor.

OPTIONS

COUNTERCLOCKWISE ROTATION:

The drum rotation of the standard PULLMASTER Model H8 planetary winch is clockwise for hoisting when looking at the hydraulic motor of the winch. Drum rotation for counterclockwise hoisting direction is available as an option.

EXTERNAL BRAKE RELEASE:

PULLMASTER planetary winches can be supplied with an **external brake release** which permits release of the automatic disk brake from an external pressure source.



FAILURE TO PROPERLY VENT EXTERNAL BRAKE RELEASE PORT WILL TRAP BRAKE PRESSURE AND ALLOW THE LOAD TO DROP, CAUSING PROPERTY DAMAGE, SEVERE INJURY OR DEATH. WINCHES SUPPLIED WITH EXTERNAL BRAKE RELEASE OPTION MUST BE CONNECTED ACCORDING TO TYPICAL HYDRAULIC CIRCUIT.

CABLE DRUM SIZES:

Aside from the standard drum sizes listed in APPENDIX A, the PULLMASTER Model H8 planetary winch can be supplied with optional drums to accommodate large wire rope storage capacity.

DRUM GROOVING:

Cable drums for the PULLMASTER Model H8 planetary winch can be grooved. Where this option is a requirement, it is necessary to state the size of wire rope which is to be used with the winch.

OPTIONAL GEAR SECTION FOR THE HYDRAULIC MOTOR:

The performance of the standard PULLMASTER Model H8 planetary winch may be changed by using a different displacement motor. (Contact the factory for performance information.)

HYDRAULIC MOTORS FOR HIGH PRESSURE HYDRAULIC SYSTEMS:

The operating pressure of the PULLMASTER Model H8 planetary winch is limited to 2000 psi (138 bar). For hydraulic systems operating with a higher range of hydraulic pressure, the winch can be supplied with a hydraulic piston motor, which will provide for the same basic performance in terms of line pull and line speed capacity. (Contact the factory for this requirement.)

The PULLMASTER WINCH CORPORATION will consider other options for quantity requirements.

SPECIFICATIONS

Performance specifications are based on standard hydraulic motor, gear ratio and cable drum with 1/2 inch diameter wire rope. For other cable drums and gear ratios, refer to APPENDIX A. Performance specifications for winches supplied with optional motors are provided in attached supplement.

CABLE DRUM DIMENSIONS (STANDARD DRUM):

Barrel diameter	7.00 in	178 mm
Flange diameter	11.50 in	292 mm
Barrel length	8.00 in	203 mm

CABLE STORAGE CAPACITY:

(Size of wire rope)	1/8 in	2115 ft	645 m
	3/16 in	959 ft	292 m
	1/4 in	532 ft	162 m
	5/16 in	359 ft	109 m
	3/8 in	227 ft	69 m
	7/16 in	166 ft	51 m
	1/2 in	152 ft	46 m

MAXIMUM OPERATING PRESSURE: 2000 psi 138 bar

MAXIMUM OPERATING VOLUME: 37 (US) gpm 140 l/min

MINIMUM OPERATING VOLUME: 11 (US) gpm 42 l/min

DRUM TORQUE AT MAXIMUM PRESSURE: 31,875 lb-in 3,601 Nm

DRUM RPM AT MAXIMUM VOLUME: HOISTING 59 rpm
LOWERING 256 rpm

HOISTING LINE PULL AT MAXIMUM PRESSURE:

Bare drum	8,500 lb	37.8 kN
Full drum	5,795 lb	25.8 kN

MAXIMUM ALLOWABLE LINE PULL WHEN LOWERING:

Bare drum	1,962 lb	8.7 kN
Full drum	1,342 lb	6.0 kN

HOISTING LINE SPEED AT MAXIMUM VOLUME:

Bare drum	116 ft/min	35 m/min
Full drum	170 ft/min	52 m/min

LOWERING LINE SPEED AT MAXIMUM VOLUME:

Bare drum	502 ft/min	153 m/min
Full drum	736 ft/min	224 m/min

PERMISSIBLE SYSTEM BACK PRESSURE AT MOTOR RETURN PORT: 65 psi 4.5 bar

PERMISSIBLE PRESSURE AT CIRCULATION SUPPLY PORT: 30 psi 2 bar

LUBRICATING OIL: Refer to RECOMMENDATIONS for viscosity and instructions.
Refer to APPENDIX A for oil volume required.

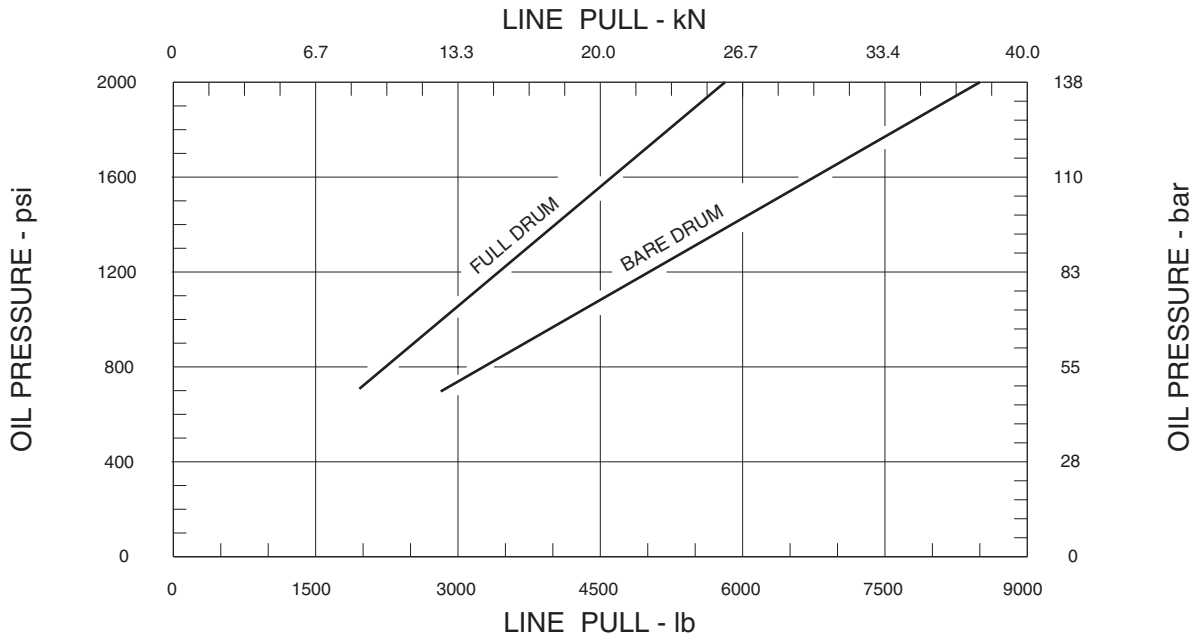
PERFORMANCE GRAPHS

PG-H8-A

HOISTING LINE PULL VS. OIL PRESSURE

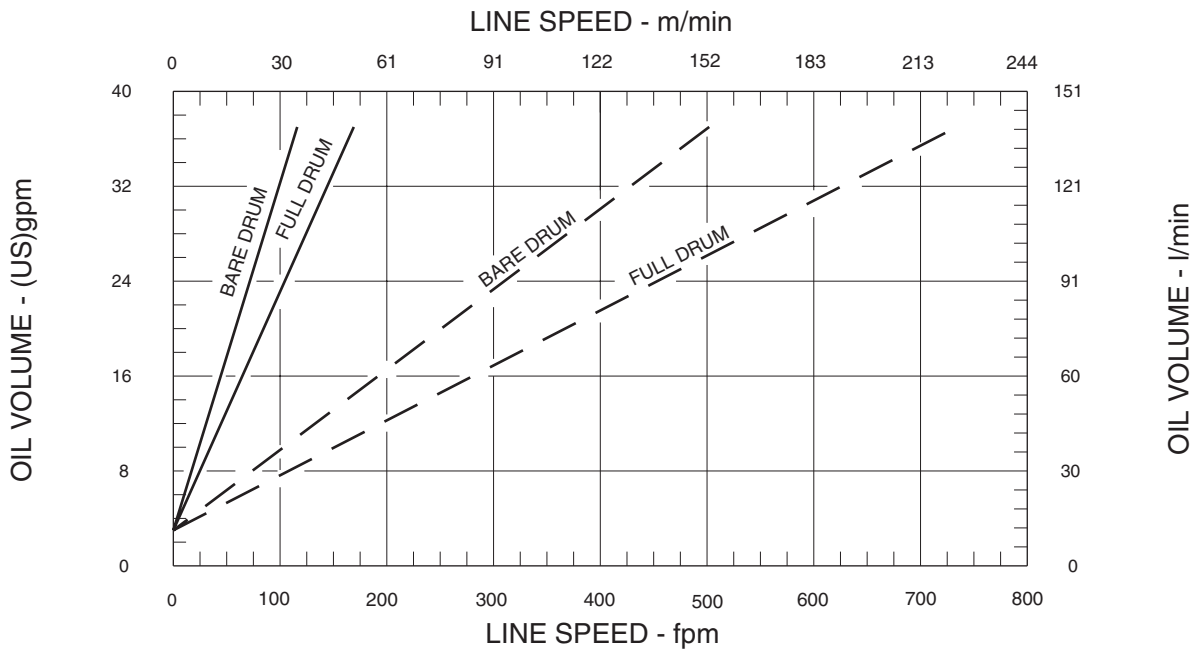
MAXIMUM ALLOWABLE LINE PULL WHEN LOWERING:

BARE DRUM	1962 lb	8.7 kN
FULL DRUM	1342 lb	6.0 kN



LINE SPEED VS. OIL VOLUME

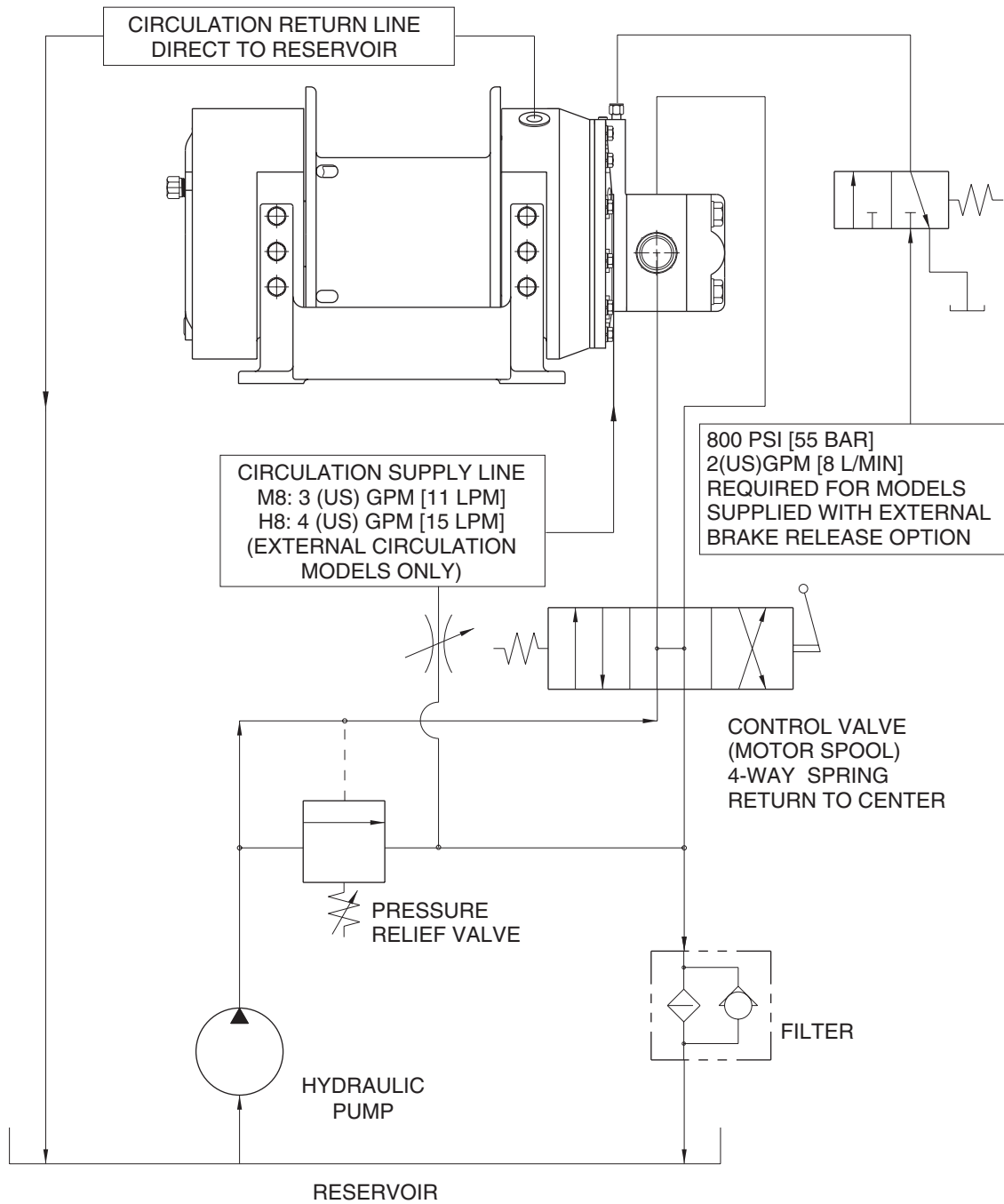
— HOISTING LINE SPEED
 - - - LOWERING LINE SPEED



Performance graphs are based on standard hydraulic motor, gear ratio and cable drum with 1/2 inch diameter wire rope.

TYPICAL HYDRAULIC CIRCUIT

HC-M8-C



RECOMMENDATIONS

HYDRAULIC FLUID:

The hydraulic fluid selected for use with PULLMASTER planetary winches should be a high grade, petroleum based fluid with rust, oxidation and wear resistance. Fluid cleanliness and operating viscosity are critical to winch reliability, efficiency and service life.

For optimum performance, the recommended viscosity range at operating temperature is 81-167 SUS (16-36 CS). For extreme operating conditions of short duration, the maximum viscosity range of 58 - 4635 SUS (10 - 1000 CS) should not be exceeded.

For optimum performance, the winch recommended hydraulic fluid temperature operating range is 80 - 150F (27 - 66C). For extreme operating conditions of short duration, the maximum temperature range of -5 - 180F (-21 - 82C) should not be exceeded.

LUBRICATION:

The winch gear train requires oil bath lubrication. The winch is shipped from the factory without lubricating oil.

IMPORTANT: ADD LUBRICATING OIL BEFORE RUNNING WINCH.

Refer to INSTALLATION DIMENSIONS for location of lubricating oil fill port. Refer to APPENDIX A for quantity of oil required. For normal operating temperature use SAE 90 lubricating oil. Consult lubricating oil supplier or factory for temperatures beyond normal operating range.

HYDRAULIC PUMP:

For maximum performance of the PULLMASTER planetary winch, the hydraulic pump must supply the maximum flow of hydraulic fluid at the hydraulic pressure stated in SPECIFICATIONS.

HYDRAULIC CONTROL VALVE:

The control valve used for the operation of the PULLMASTER planetary winch must have a four-way, spring return to neutral feature, which provides for open flow from the pressure ports of the winch to the reservoir in neutral position of the control (motor spool). It is important to point out that good speed control, especially during lowering of a load, depends on the "metering" characteristics of the control valve. The better an oil flow is "metered" the better will be the speed control.

HYDRAULIC PRESSURE RELIEF:

The hydraulic circuit for the PULLMASTER planetary winch requires a pressure relief set at the operating pressure (see SPECIFICATIONS). Usually, a pressure relief is part of the hydraulic control valve. Where this is not the case, a separate pressure relief valve must be installed and set at the recommended maximum pressure.

HYDRAULIC RESERVOIR:

It is recommended that the hydraulic reservoir has sufficient capacity to provide good heat dissipation in order to prevent over-heating of the hydraulic fluid. The hydraulic reservoir should be made from clean and scale-free material to prevent contamination of the hydraulic fluid. In order to prevent air from being mixed with the hydraulic fluid, the reservoir should have an over-flow baffle separating the return lines from the suction line and all return lines should enter the reservoir below the fluid level. The reservoir should be mounted close to and above the hydraulic pump in a location which provides for free air circulation around the reservoir.

HYDRAULIC HOSES:

The following hydraulic hoses are recommended for maximum efficiency of the PULLMASTER Model H8 planetary winch:

Pressure lines:	Equivalent to SAE 10012-16
Circulation return line:	Equivalent to SAE 100R4-12
Circulation supply line*:	Equivalent to SAE 100R6-6

*Only for models with external circulation

It is recommended that a larger size of hydraulic hose is installed where the pressure lines or the circulation lines are excessively long.

HYDRAULIC FILTER:

Hydraulic filter recommendations for the hydraulic circuit of the PULLMASTER planetary winch, based on a return line filter, are given as follows:

Average Atmosphere:	10 microns
Dusty Atmosphere:	5 microns

In order to prevent accidental stoppage of the return line flow the oil filter should have a by-pass feature.

USE OF AN E STOP:

(FOR EUROPEAN MACHINERY DIRECTIVE APPLICATIONS)

The use of an E stop (emergency) is mandatory in the controls circuit. The E stop is to be placed in the operator's control panel. The E stop must be designed and placed in line with EN 60204 and EN 418.

INSTALLATION INSTRUCTIONS



DANGER

**FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS WILL
RESULT IN PROPERTY DAMAGE, SEVERE INJURY OR DEATH.**

The initial installation or mounting of a PULLMASTER planetary winch is critically important for proper operation and performance. If the winch is mounted to an uneven surface, the centre line of the unit can be distorted to a point where the winch will not operate in either direction. It is therefore very important that the following instructions are observed when a PULLMASTER planetary winch is installed:

- 1) Make certain that the mounting platform is sufficiently strong in order to avoid deflection when a load is lifted.
- 2) Set the winch on the mounting platform and check for surface contact on all mounting pads of the winch.
- 3) If there is a space between the mounting surface and one of the mounting pads, the mounting surface is not even and the space below the mounting pad must be shimmed. If this condition exists, proceed as follows:
 - a) Install mounting bolts snug tight on the three mounting pads which are in contact with the mounting surface. For mounting bolt size and grade, see INSTALLATION DIMENSIONS.
 - b) Measure the space underneath the fourth mounting pad with a feeler gauge and use shim stock of equivalent thickness in the space between the mounting pad and the mounting surface.
 - c) Only after this procedure, should the fourth mounting bolt be installed. Tighten all four bolts as per torque chart at back of manual.
- 4) Fill the winch with lubricating oil. See APPENDIX A for oil volume required.
- 5) Use recommended circuit components and hydraulic hoses.
- 6) The circulation return line of the winch should be plumbed in such a manner that the brake housing remains full of oil at all time. Connect the return line directly to reservoir. Do not connect to a common return line.
- 7) Before operating the winch with a load, verify adequate circulation flow through the circulation return line as stated in TYPICAL HYDRAULIC CIRCUIT. Verify that pressure measured at the circulation supply port does not exceed the permissible pressure stated in SPECIFICATIONS. Winches equipped with the internal circulation option will supply circulation flow only when the winch is run in the lowering direction.
- 8) Verify that breather relief, item 130, is in place on end cover above oil level. Rotate end cover if breather relief is below oil level.

IMPORTANT: Do not replace breather relief with a pipe plug. The breather relief does not prevent oil seal failure but serves as an indicator or warning that the oil seals between brake housing and the cable drum interior have failed and must be replaced immediately. If these oil seals are changed, additional failure of the drum seal and potential damage to the end cover is prevented.

OPERATING INSTRUCTIONS



DANGER

**FAILURE TO FOLLOW INSTALLATION INSTRUCTIONS WILL
RESULT IN PROPERTY DAMAGE, SEVERE INJURY OR DEATH.**

After the PULLMASTER planetary winch has been installed in accordance with the INSTALLATION INSTRUCTIONS the wire rope can be fastened to the cable drum.

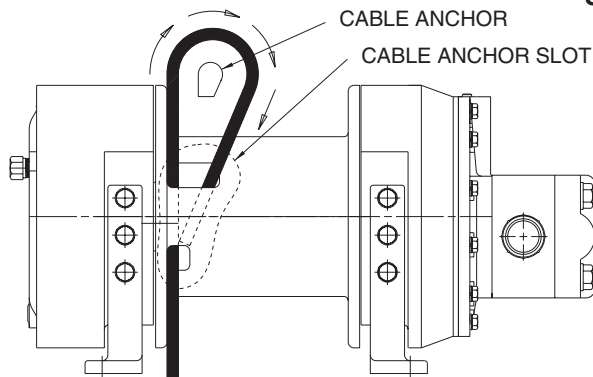
IMPORTANT: The ropes, chains, slings, etc. are not part of the winch and are not covered by this manual. Refer to manufacturer's handling, inspection and maintenance recommendations to avoid potential accidents. For selection of ropes, etc. please check following product standards: DIN 15020, prEN818-1/9, prEN 1492-1/2, prEN 1677-1/3 and other relevant product standards.

- 1) The cable drum of the PULLMASTER planetary winch has two cable anchor slots, one for clockwise and one for counterclockwise hoisting. Standard rotation for hoisting is clockwise when looking at the hydraulic motor of the unit. It is critical to select the cable anchor slot which will permit winding of the wire rope on the drum in the correct direction of rotation. If the wire rope is wound on the cable drum in the wrong direction of rotation, the winch will have no braking capacity. Each winch is shipped from the factory with a label on the drum, indicating the correct cable anchor slot.

WIRE ROPE INSTALLATION

Clockwise hoisting winch shown.
(Use cable anchor slot on opposite side of drum for counterclockwise hoisting winch.)

Feed the wire rope through the cable anchor slot. Loop rope back into slot as shown. Insert cable anchor into slot, small end first and long side nearest the drum flange. Pull rope tight to wedge rope in slot.



- 2) On wire rope installation, care must be taken that the wire rope is wrapped completely around the cable anchor and properly pulled into the cable anchor slot in the cable drum. The cable drum require 5 wraps of wire rope for safety.
- 3) Rapid reverse winches have more line speed and less allowable line pull when lowering. Refer to SPECIFICATIONS for hoisting and lowering values.
- 4) The winch operation is controlled by a single control valve lever which has a **forward**, a **reverse** and a **neutral** position. Speed control in either direction is obtained by modulation of the control valve lever. Maximum line speed in either direction is obtained when the control valve lever is moved as far as it can go. The disk brake of the winch will come on automatically when the winch control lever is returned to **neutral**.
- 5) Always warm up equipment prior to operating winch, particularly in low ambient temperature. Circulate hydraulic oil through the winch control valve for several minutes to warm the hydraulic system. To prime the winch with warm oil, operate the winch at slow speed, forward and reverse, several times.
- 6) To ensure proper winch installation and function, raise and lower a full test load to a safe height before using winch for regular operation at the start of each shift.

If, after a new installation, the winch does not function properly, refer to the TROUBLE SHOOTING section of this manual.

TROUBLE SHOOTING

GENERAL:

In most cases, when the hydraulic winch does not perform satisfactorily, the cause for malfunction is found somewhere in the hydraulic circuit. Before the winch is removed from its mounting and disassembled, all of the hydraulic circuit components should be checked for proper function.

IMPORTANT:

The hydraulic oil volume relates to the line speed or rpm of the winch.

Therefore, if the winch does not produce the specified maximum rated line speed or drum rpm, a loss of hydraulic flow somewhere in the hydraulic circuit can be analysed. If this condition exists, install a flow meter into the hydraulic circuit to check the volume of oil supplied to the pressure port of the hydraulic winch motor when the winch control is completely opened. The flow meter should indicate the maximum operating volume. If this test indicates a loss of hydraulic flow, check the hydraulic pump, the relief valve and the control valve. If the pump is driven by V-belts, check for belt slippage.

The hydraulic pressure relates to the pulling capacity of the winch.

If the winch will not produce the specified maximum line pull, install a pressure gauge in the pressure line leading to the hoisting port on the hydraulic winch motor. Stall the winch to prevent rotation of the drum and then open the control valve. Check the hydraulic pressure reading of the installed pressure gauge. If the pressure reads below the specified maximum operating pressure, look for trouble in the hydraulic pump, the relief valve and the control valve. If the hydraulic pump is driven by V-belts, check for belt slippage. When checking oil pressure and volume in the hydraulic circuit, make sure that the hydraulic reservoir is filled to the top level and the hydraulic pump is running at maximum operating rpm.

Only after the hydraulic system has been checked and found to be in order, use the following indications for probable causes of failure in the winch:

FAILURE	PROBABLE CAUSE
<p>Winch will not produce line pull at maximum pressure as listed in SPECIFICATIONS.</p>	<ul style="list-style-type: none"> a) Winch is mounted to an uneven surface (see INSTALLATION INSTRUCTIONS). b) Cable sheaves or block purchase operated with the winch are not turning freely. c) Damage or wear in the hydraulic motor. d) The relief valve pressure may be set too low. e) Excessive back pressure in the hydraulic circuit might cause the automatic brake to release momentarily.
<p>Winch will not produce line speed at maximum volume as listed in SPECIFICATIONS.</p>	<ul style="list-style-type: none"> a) Winch is mounted to an uneven surface (see INSTALLATION INSTRUCTIONS). b) Cable sheaves or block purchase operated with the winch are not turning freely. c) Damage or wear in the hydraulic motor d) Excessive back pressure in the hydraulic circuit.
<p>Winch will not reverse.</p>	<ul style="list-style-type: none"> a) Leakage out of the brake piston prevents the brake from being released against the brake springs. This is caused by damaged O-ring seals on the brake piston. b) The O-ring seals on the brake release channel between the motor adaptor and the brake housing is damaged. If this failure occurs there will be substantial leakage from between the motor adaptor and brake housing. c) Insufficient hydraulic pressure (see SPECIFICATIONS for minimum operating pressure). d) Winch is mounted to an uneven surface (see INSTALLATION INSTRUCTIONS). e) Hydraulic pressure is not reaching the brake piston (plugged brake release orifice in the brake housing).

TROUBLE SHOOTING

FAILURE	PROBABLE CAUSE
<p>Brake will not hold.</p>	<ul style="list-style-type: none"> a) Brake plates or divider plates have been damaged by contamination in the hydraulic fluid or lack of circulation flow in the brake housing. b) Brake piston is seized in the brake housing because of contamination in the hydraulic fluid. c) Excessive back pressure in the return line causes the brake to be released. d) Control valve has incorrect spool which traps hydraulic pressure in the brake piston when the control valve handle is returned to neutral position. For proper function of the automatic brake, both pressure ports of the winch must be open to the reservoir in neutral position of the control valve. e) Wire rope is fastened to the incorrect cable anchor slot. f) Sprag clutch is damaged or surfaces where sprag clutch engages on motor drive shaft, or connecting shaft, are worn or indented. g) Winch supplied with external brake release option is not plumbed per HYDRAULIC CIRCUIT. Failure to vent external brake release port to reservoir may trap pressure and cause winch brake to slip.
<p>Brake vibrates when lowering a load.</p>	<ul style="list-style-type: none"> a) Pump is too slow. Pump rpm must be maintained at normal operating speed when a load is lowered. b) Brake is running too hot. This is caused by a complete lack of, or insufficient, circulation flow. To check the circulation, observe the flow of oil from the circulation return line of the winch (approx. 3.5 (US) gpm - 13 l/min) when the winch is reversed. c) Control valve for the winch operation has poor metering characteristics. d) Damaged brake plates or divider plates. e) The over-running clutch, which connects the motor shaft with the brake assembly, is damaged. f) Air has mixed with hydraulic oil resulting in foamy oil.
<p>Oil leaks.</p>	<ul style="list-style-type: none"> a) Oil leaks from the motor flange are caused by a damaged O-ring seal on the motor flange. b) Oil leaks occurring between the cable drum flanges and housing are caused by excessive pressure in the brake housing. Excessive pressure in the brake housing will damage the oil seal between the brake housing and the cable drum interior. c) If the breather relief on the end cover leaks, the seal between the drum interior and the brake housing is damaged and must be replaced. This condition is caused by excessive pressure in the brake housing of the winch or operation with the incorrect hydraulic fluid during cold weather or a restriction in the circulation return line leading back to tank.

Refer to the SERVICE INSTRUCTIONS if it becomes necessary to disassemble the Model H8 winch.

SERVICE INSTRUCTIONS

GENERAL:

Before attempting disassembly of the PULLMASTER Model H8 planetary winch, the following instructions for disassembly and reassembly should be read and understood.

It is suggested that all expendable parts, such as O-rings and oil seals, are not reused on reassembly. It is therefore important to have a seal kit (Part No. 23125) and, providing the hydraulic motor has to be serviced, a seal kit (Part No. 23131) on hand before the unit is taken apart. Two new needle bearings, item 875, may also be required (Part No. 25322).

NOTE: Back up washers may be included with seal kit. Install with oil seals as per instructions. If not present in seal kit, the oil seals supplied do not require back up washers.

A clean working area is of prime importance, similar to conditions used for service work on any other hydraulic component.

All parts, as they are removed from the winch assembly, should be inspected for wear and damage. Worn or damaged parts must be replaced. Thoroughly clean parts before reassembly. Do not use solvent to clean the brake friction plates.

During reassembly, lubricate all O-rings and oil seals with grease before installation.

In the following service instructions, reference to parts is made by numbers and shown on the applicable group drawings.

DISASSEMBLY

For the majority of required service or repair work, disassembly is required only on the brake housing of the PULLMASTER Model H8 planetary winch. There are no special tools needed for the service or repair work and no adjustments or calibrations are necessary. Proceed with the disassembly as follows:

DISASSEMBLY OF HYDRAULIC MOTOR ASSEMBLY:

If the analysed service or repair work requires access to the interior of the brake housing, the hydraulic motor should not be disassembled. In this case, the hydraulic motor should be removed together with the motor adaptor as a complete assembly. If a problem has been analysed to be in the hydraulic motor, proceed with the disassembly as follows:

- 1) Remove the four hex capscrews, item 951, together with the lockwashers, item 953, from the motor assembly.

IMPORTANT: Failure to exercise care when removing the motor port end cover or gear housing could permanently damage the machined surfaces of these motor components. Take care not to damage machined surfaces of motor components at disassembly.

- 2) Remove (pry loose if necessary) port end cover, item 870, together with bearings, item 875, and ring seal, item 877. Thrust plate, item 885, and dowel pins, item 865, may stay in the gear housing.
- 3) If the thrust plate comes off with the end cover, carefully pry it off of the bearings, item 875, and discard pocket seals, item 887.
- 4) Remove gear set, item 881, which consists of two gears which are a matched set.
- 5) Carefully pry the gear housing, item 861, off of the motor adaptor, item 800. Thrust plate, item 885, and dowel pins, item 865, may stay in the gear housing.
- 6) If the thrust plate stays on the motor adaptor, carefully pry it off of the bearings, item 875, and discard pocket seals, item 887.
- 7) Discard body seals, item 869. It is also advisable to replace ring seals, item 877, at this time. Bearings, item 875, have to be removed to allow access to the ring seals.

SERVICE INSTRUCTIONS CONTINUED

Pocket seals, body seals and ring seals in the hydraulic motor assembly are not part of the winch seal kit. The seal kit for the hydraulic motor can be ordered from the factory under Part No. 23131. All parts of the hydraulic motor, with the exception of the motor adaptor, item 800, are standard parts of the *COMMERCIAL WM31* hydraulic motor, having a 2 inch gear section. All of these parts can be ordered from PULLMASTER or COMMERCIAL INTERTECH dealers in Canada, the United States and in most overseas areas.

REMOVAL OF HYDRAULIC MOTOR ASSEMBLY:

If disassembly of the hydraulic motor is not necessary, proceed as follows:

- 1) Remove 12 hex head capscrews, item 821, with lockwashers, item 823, from the motor adaptor, item 800. Since the brake springs, item 752, apply pressure against the inside of the motor adaptor, it is recommended that the hex capscrews are unscrewed, one turn at a time, until the spring pressure has been released. The complete motor assembly, including the motor adaptor, can now be removed from the brake housing assembly.
- 2) Remove and discard O-ring, item 801, and O-ring, item 707. (O-ring, item 801, seals the pressure transfer hole for the automatic brake release and is situated on the flange of the brake housing.)

DISASSEMBLY OF BRAKE HOUSING ASSEMBLY:

- 1) After the motor assembly has been removed, all parts of the brake assembly are accessible. Remove 16 brake springs, item 752. Thoroughly examine springs for damage and measure overall length. Overall spring length should be 1.99 inch. If any spring measures less than 1.93 inch, replace all springs as a set.
- 2) Pull the motor drive shaft, item 730, out of the brake housing, together with sprag clutch aligner, item 724, support washer, item 717, sprag clutch, item 723, sprag clutch spacer, item 726, and circlips, items 727 and 731.
- 3) Remove circlip, item 727, from the motor drive shaft to take off sprag clutch, item 723, sprag clutch spacer, item 726, support washer, item 717, and sprag clutch aligner, item 724.



DANGER

MINOR SURFACE DEFECTS WHERE THE SPRAG CLUTCH ENGAGES THE MOTOR DRIVE SHAFT AND CONNECTING SHAFT, WILL RESULT IN BRAKE FAILURE AND ALLOW THE LOAD TO DROP, CAUSING PROPERTY DAMAGE, SEVERE INJURY OR DEATH. THOROUGHLY INSPECT THESE AREAS AND, IF NECESSARY, REPLACE MOTOR DRIVE SHAFT, SPRAG CLUTCH AND CONNECTING SHAFT AS A SET.

- 4) Thoroughly inspect the surface of the motor drive shaft where the sprag clutch engages. If any indentation or surface damage is detected, replace motor drive shaft, sprag clutch and connecting shaft as a set.
- 5) Pull the connecting shaft, item 600, out of the center bore of the brake housing, together with brake hub, item 720. Thoroughly inspect the bore of the connecting shaft where the sprag clutch engages. If any indentation or surface damage is detected, replace connecting shaft, sprag clutch and motor drive shaft as a set.
- 6) Remove the thrust bearing, item 617, and two thrust washers, item 615.
- 7) To separate the brake hub, item 720, from the connecting shaft, item 600, remove circlip, item 513.
- 8) Remove circlip, item 621, from bore of connecting shaft, item 600.
- 9) Push the bearing sleeve, item 620, out the bore of the connecting shaft. Discard O-ring, item 625, and oil seal, item 623. Check needle bearing, item 627, for wear or damage and replace if necessary.
- 10) Pull the brake piston, item 750, out of the brake housing using two 1/2-13NC bolts screwed into the two puller holes in the piston and discard O-rings, item 751 and item 753.
- 11) Thoroughly examine the inner bores of the brake housing and the outer diameters of the brake piston for scoring caused by hydraulic fluid contamination. Minor surface damage may be repaired by polishing with a fine emery cloth.

SERVICE INSTRUCTIONS CONTINUED



DANGER

DAMAGED FRICTION OR DIVIDER PLATES WILL REDUCE BRAKING CAPACITY AND ALLOW THE LOAD TO DROP, CAUSING PROPERTY DAMAGE, SEVERE INJURY OR DEATH. SOLVENT MAY DAMAGE THE FRICTION PLATES. DO NOT USE SOLVENT TO CLEAN THE FRICTION PLATES. PERFORM THOROUGH INSPECTION AND, IF NECESSARY, REPLACE FRICTION AND DIVIDER PLATES AS A SET.

- 12) Remove eight friction plates, item 715, together with nine divider plates, item 714, and inspect for damage or wear. Plates should be flat and smooth. Plates should not show heat discoloration. Paper material on friction
- 13) Remove brake spacer, item 712.
- 14) Remove oil seal, item 711, and backup washer, item 710, and discard.

All parts have now been removed from brake housing and there is no need for further disassembly unless a failure has been analyzed in the remaining winch assembly. If continuing, remove pipe plug, item 121, from the end cover, item 120, and tip winch to drain lubricating oil from inside the final drive housing and cable drum.

- 15) Remove 12 capscrews, item 551, 12 lockwashers, item 553, and base, item 550.
- 16) Slide brake housing, item 700, out of cable drum ball bearings, item 509. Thoroughly inspect needle bearings, item 605, and replace if necessary.
- 17) Remove and discard oil seal, item 515.
- 18) Remove primary sun gear, item 440, from center of primary planet hub, item 400.

DISASSEMBLY OF FINAL DRIVE:

Stand winch on cable drum flange with final end up and disassemble as follows:

- 1) Remove retaining ring, item 124, and pull end cover, item 120, out of final housing, item 100.
- 2) Discard O-ring, item 123, and inspect planet hub stopper, item 126, and sun gear stopper, item 122, for excessive wear. Replace if planet hub stopper is less than .14 inch or if sun gear stopper is less than .37 inch thick.
- 3) Remove final planet hub assembly from final housing, item 100.

Winches with optional 'B' reduction ratio only:

- 3A) Inspect planet hub stopper, item 128, and replace if necessary.
- 4) Inspect three final planet gears, item 320, for damage or wear. If it is necessary to remove final planet gears, remove circlip, item 311, and press planet pin, item 310, out of planet hub, item 300. Inspect needle bearing, item 323, and two thrust washers, item 321, and replace if damaged.
- 5) Remove final sun gear, item 340, from cable drum, item 500.

DISASSEMBLY OF PRIMARY DRIVE:

If primary drive requires service or repair, proceed as follows:

- 1) Turn winch over to sit flat on end of final housing, item 100.
- 2) Remove and discard oil seal, item 515.
- 3) Using a standard bearing puller, remove ball bearings, item 509, and bearing spacer, item 508.
- 4) Remove internal gear, item 430, and primary planet hub assembly from cable drum, item 500.

SERVICE INSTRUCTIONS CONTINUED

- 5) If it is necessary to remove primary planet gears, remove circlip, item 411, and press planet pin, item 410, out of planet hub, item 400. Inspect needle bearing, item 423, and two thrust washers, item 421, and replace if damaged.
- 6) Inspect internal gear stopper, item 412, for excessive wear. Replace if less than .10 inch protrudes out the end of planet pin, item 410.
- 7) Remove sungear stopper, item 444, from primary planet hub and replace if less than .19 inch thick.
- 8) To separate cable drum from final housing, first remove circlip, item 513. Insert two heel bars between the flange of the cable drum and the final drive housing and gently pry cable drum out of ball bearing, item 103.
- 9) Remove circlip, item 109, and press ball bearing, item 103, out of final housing, item 100. Check ball bearing and replace if damaged.
- 10) Remove and discard oil seal, item 105.

REASSEMBLY

Thoroughly clean all parts. Use only new, well-greased O-rings and oil seals. Unless otherwise specified, torque fasteners per BOLT TORQUE CHART at back of manual.

REASSEMBLY OF FINAL DRIVE:

Reassembly final drive end of winch as follows:

- 1) Press a new, well-greased oil seal, item 105, into final housing, item 100.
- 2) Press ball bearing, item 103, into final housing and secure with circlip, item 109.
- 3) Press cable drum, item 500, into ball bearing, item 103, and secure with circlip, item 513.
- 4) Reassemble final planet hub assembly. Press needle bearing, item 323, into final planet gear, item 320. Position thrust washers, item 321, on either side of planet gear and press planet pin, item 310, into the final planet hub, item 300. Retain with circlip, item 311.
- 5) Insert final planet hub assembly into final housing, item 100. Ensure that planet hub spline is fully engaged with cable drum, item 500.
- 6) Verify circlip, item 343, is installed on splined end of final sungear, item 340. Insert final sungear through center of three final planet gears, item 320, and into cable drum. Engage gear end with the three final planet gears.

Winches with optional 'B' reduction ratio only:

- 6A) Insert planet hub stopper, item 128, into planet hub, item 300.
- 7) Install a new, well-greased O-ring, item 123, into end cover, item 120. Verify that planet hub stopper, item 126, and sungear stopper, item 122, are installed into end cover.
- 8) Gently insert end cover into final housing, item 100, and fasten with retaining ring, item 124.
- 9) Temporarily remove breather relief valve, item 130, from end cover. Turn winch up on end with cable drum opening upwards.

REASSEMBLY OF PRIMARY DRIVE:

Reassemble primary drive as follows:

- 1) Reassemble primary planet hub assembly. Press sungear stopper, item 444, into primary planet hub, item 400. Press needle bearing, item 423, into primary planet gear, item 420. Position thrust washers, item 421, on either side of planet gear and press planet pin, item 410, into the primary planet hub, item 400. Retain with circlip, item 411.
- 2) Install primary planet hub onto end of final sungear, item 340, inside of cable drum, item 500.
- 3) Install internal gear, item 430, over top of three primary planet gears, item 420. Ensure gear teeth are fully

SERVICE INSTRUCTIONS CONTINUED

engaged by rotating cable drum.

- 4) Press ball bearing, item 509, into cable drum. Install bearing spacer, item 508, then press second ball bearing, item 509, into cable drum.
- 5) Press new, well-greased oil seal, item 515, into cable drum.
- 6) Install primary sungear, item 440, into center of three primary planet gears, item 420. Ensure gear teeth are fully engaged by rotating cable drum.

REASSEMBLY OF BRAKE HOUSING ASSEMBLY:

Reassemble brake housing assembly by reversing the disassembly procedure:

NOTE: Oil seal backup washer not required unless included in the seal kit supplied by PULLMASTER.

- 1) Clean all parts thoroughly before reassembly and apply grease liberally to all O-rings and oil seals. Use only new O-rings and oil seals (seal kit for winch assembly, Part No. 23125, seal kit for hydraulic motor, Part No. 23131).
- 2) Install new backup washer, item 710 (if included), and new oil seal, item 711, in the centre bore of the brake housing, item 700.
- 3) Install the bearing sleeve, item 620, with needle bearing, item 627, new O-ring, item 625, backup washer, item 622 (if included), and new oil seal, item 623, in the bore of the connecting shaft.
- 4) Install circlip, item 621.
- 5) Carefully insert the connecting shaft, item 600, into the centre bore of the brake housing until its splined end engages with the spline of the primary internal gear, item 430.
- 6) Install thrust bearing, item 617, and thrust washers, item 615, onto brake hub, item 720.
- 7) Slide the brake hub, item 720, onto the spline of the connecting shaft, item 600, ensuring that thrust washer, item 615, does not fall off and secure with circlip, item 513.



DANGER

INCORRECT ASSEMBLY OF THE FRICTION PLATE AND DIVIDER PLATE STACK WILL REDUCE BRAKING CAPACITY AND ALLOW THE LOAD TO DROP, CAUSING PROPERTY DAMAGE, SEVERE INJURY OR DEATH. REASSEMBLE PER INSTRUCTIONS.

- 8) Install brake spacer, item 712, into brake housing. Starting and finishing with a divider plate, alternately install nine divider plates, item 714, and eight friction plates, item 715.
- 9) Liberally grease O-ring, item 751, and O-ring, item 753, and install on the brake piston, item 750.
- 10) Slide the brake piston into the brake housing with the holes for the brake springs facing out of the brake housing assembly.
- 11) Install sprag clutch, item 723, sprag clutch spacer, item 726, sprag clutch aligner, item 724, and support washer, item 717, on the motor drive shaft, item 730. Secure this assembly in position with circlip, item 727.

NOTE: The sprag clutch spacer, item 726, must be located between the sprag clutch, item 723, and the sprag clutch aligner, item 724, as shown in the brake group drawing.

- 12) Carefully slide the motor drive shaft, item 730, into the connecting shaft, item 600, until it engages the spline of the primary sungear, item 440.

IMPORTANT: For proper brake function, verify that the sprag clutch is installed correctly. When viewed from the motor end, the motor drive shaft of a clockwise hoisting winch must turn freely clockwise and lock in the counterclockwise direction.

SERVICE INSTRUCTIONS CONTINUED

- 13) Install 16 brake springs, item 752, in the brake piston.
- 14) Liberally grease new O-ring, item 801, and install on the transfer hole for the brake release pressure on the flange of the motor adaptor, item 800. Install new, well-greased O-ring, item 707, on the flange of the motor adaptor.
- 15) Slide the hydraulic motor assembly onto the splined end of the motor drive shaft, item 730, and line up the pressure transfer holes of the brake housing and the motor adaptor. Fasten motor assembly to brake housing using 12 hex capscrews, item 821, with lockwashers, item 823. These screws should be tightened evenly, one turn at a time.

REASSEMBLY OF HYDRAULIC MOTOR:

If the hydraulic motor was disassembled, the following procedure should be followed for reassembly:

- 1) Clean all parts thoroughly before reassembly and apply grease liberally to all seals. Use only new seals (seal kit Part No. 23131 for hydraulic motor).
- 2) Install six new pocket seals, item 887, on each thrust plate, item 885. The seal kit includes a single strip of rubber. Using a sharp knife, cut lengths to fit the openings in the thrust plates. Press one of the thrust plates, together with six pocket seals, onto the bearings, item 875, installed in the motor adaptor, item 800, so that the pocket seals are against the motor adaptor.
- 3) Install a well-greased body seal, item 869, on each side of the gear housing, item 861. Slide the gear housing, together with the body seals, onto the motor adaptor, lined up on two dowel pins. Tap on tight using a soft headed hammer.
- 4) Install the gear set, item 881, in the gear housing (the longer gear with the internal spline goes into the top position).
- 5) Press the other thrust plate, complete with six new pocket seals, onto the bearings installed in the port end cover so the pocket seals are facing the port end cover.
- 6) Install the port end cover, item 870, together with two bearings, item 875, and a new ring seal, item 877, onto the gear housing, lined up on the two dowel pins, item 865. Tap on tight using a soft headed hammer. Install and lightly torque four hex capscrews, item 951, and lockwashers, item 953, to approximately 50 ft-lb (70 Nm).
- 7) Plumb winch assembly to a hydraulic supply and torque motor capscrews according to the following procedure:
 - Ensure that circulation supply flow is being supplied to the brake housing.
 - Run the winch in the hoisting direction, with no load, at reduced speed (approximately 30% of maximum hydraulic volume).
 - With winch running, evenly tighten four capscrews, item 951 to 200 ft-lb (270 Nm).
 - Test motor operation by running winch at full speed in both directions.

IMPORTANT: Before operating the winch, add lubricating oil up to the oil level fill port on the end cover. (Refer to INSTALLATION INSTRUCTIONS for location of fill port. Refer to APPENDIX A for oil volume required.)

To ensure proper reassembly, run the winch in both directions without load.



DANGER

LIFTING A LOAD WITH A NEWLY SERVICED WINCH WILL ENABLE AN INSTALLATION OR SERVICE PROBLEM TO GO UNDETECTED AND ALLOW THE LOAD TO DROP CAUSING PROPERTY DAMAGE, SEVERE INJURY OR DEATH. TO ENSURE PROPER REINSTALLATION, REFER TO PROCEDURES AND TESTS DESCRIBED IN "INSTALLATION" AND "OPERATING INSTRUCTIONS".

RECOMMENDED MAINTENANCE

Winch gear train lubricating oil should be changed after the initial six months or 50 hours of operation, whichever comes first. Lubricating oil should then be changed every 12 months or 500 operating hours, whichever comes first.

Hydraulic system fluid should be changed at least once every 12 months.

For optimum performance over an extended period of time, the following preventive maintenance service should be done every 12 months or 500 operating hours (whichever comes first):

- 1) Disconnect all hydraulic hoses and remove the winch from its mounting.
- 2) Disassemble the winch as per instructions.
- 3) Discard and replace all O-rings and oil seals.
- 4) Clean all parts and inspect for wear and damage as per instructions. Replace worn or damaged parts as required.
- 5) Reassemble the winch as per instructions.
- 6) Follow INSTALLATION and OPERATING INSTRUCTIONS when returning winch to its mounting.

When ordering parts for the PULLMASTER Model H8 planetary winch, always quote the complete model and serial numbers of the unit.

MODEL NO. _____

SERIAL NO. _____

PULLMASTER WINCH CORPORATION reserves the right to change specifications and the design of PULLMASTER planetary winches at any time without prior notice and without incurring any obligations.

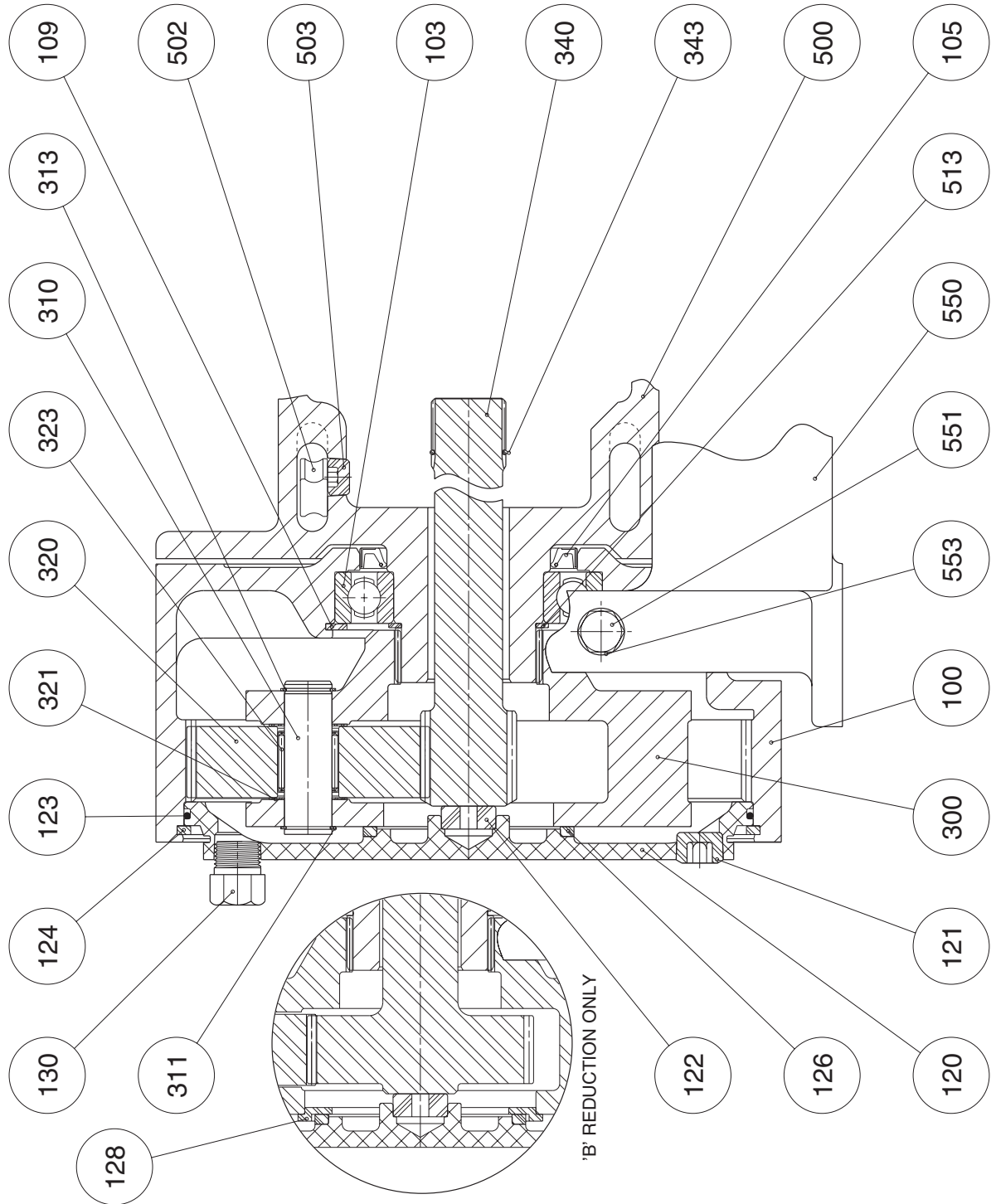
PARTS REFERENCE - FINAL DRIVE

ITEM NO.	QTY.	PART NO.	DESCRIPTION
100	1	21376	FINAL HOUSING
103	1	25087	BALL BEARING #6214
105	1	25008	OIL SEAL
109	1	25086	CIRCLIP ROTOR CLIP HO-500
120	1	21811	END COVER
121	2	25032	PIPE PLUG 1/2 - 14 NPT
122	1	20063	SUNGEAR STOPPER
123	1	25069	O-RING -274 10" ID 1/8" CS
124	1	20898	RETAINING RING
126	1	20092	PLANET HUB STOPPER
128	1	+	PLANET HUB STOPPER
130	1	20458	BREATHER RELIEF ASSEMBLY
300	1	+	FINAL PLANET HUB
310	3	20079	FINAL PLANET PIN
311	3	25091	CIRCLIP ROTOR CLIP SH-87
313	3	25004	CIRCLIP ROTOR CLIP C-87
320	3	+	FINAL PLANET GEAR
321	6	25068	THRUST WASHER TORRINGTON #TRA 1423
323	3	25168	NEEDLE BEARING TORRINGTON #B1418
340	1	+	FINAL SUNGEAR
343	1	25273	CIRCLIP ANDERTON #A1000-0137
500	1	*	CABLE DRUM
502	1	20085	CABLE ANCHOR
503	1	25085	PIPE PLUG, 3/8 NPT
513	1	25055	CIRCLIP ROTOR CLIP SH-262
550	1	*	BASE
551	12	25013	CAPSCREW - HEX HEAD 1/2 - 13NC X 1.25, GRADE 5
553	12	25014	LOCKWASHER 1/2"
			<p>+ These parts vary according to reduction. Refer to APPENDIX B.</p> <p>* These parts vary according to drum code. Refer to APPENDIX B.</p>

Refer to PAGE 22 for winch seal kit and PAGE 28 for ASSEMBLY DRAWING.

FINAL DRIVE GROUP

G1050-B



Group drawings may reference more parts than are actually present in a specific assembly. Parts that are referenced on the drawing but are not on the PARTS REFERENCE list should be ignored.

PARTS REFERENCE - BRAKE GROUP

ITEM NO.	QTY.	PART NO.	DESCRIPTION
400	1	20095	PLANET HUB
410	3	21169	PLANET PIN
411	3	25060	CIRCLIP ROTOR CLIP C-62
412	3	21176	INTERNAL GEAR STOPPER
413	3	25119	CIRCLIP ROTOR CLIP SH-62
420	3	20101	PLANET GEAR
421	6	25064	THRUST WASHER TORRINGTON # TRA 1018
423	3	25269	NEEDLE BEARING TORRINGTON # BH1016
430	1	21174	INTERNAL GEAR
440	1	20178	SUNGEAR
444	1	19036	SUNGEAR STOPPER
508	1	20197	BEARING SPACER
509	2	25095	BALL BEARING #6020
513	1	25055	CIRCLIP ROTOR CLIP SH-262
515	1	25148	OIL SEAL
600	1	21456	CONNECTING SHAFT
602	1	20035	RETAINING RING
605	2	25200	NEEDLE BEARING TORRINGTON #B4216
615	2	25178	THRUST WASHER TORRINGTON #TRD 5266
617	1	25177	THRUST BEARING TORRINGTON # NTA 5266
620	1	21177	BEARING SLEEVE
621	1	25709	CIRCLIP ROTOR CLIP HO-175
623	1	26025	OIL SEAL
625	1	25196	O-RING -030 1 5/8" ID 1/16" CS
627	1	25232	NEEDLE BEARING TORRINGTON # B2012
700	1	21375	BRAKE HOUSING
703	1	25331	PLASTIC CAPPLUG 3/4 NPT THR' D
707	1	25192	O-RING -173 8-1/2" ID 3/32" CS
710	1	21179	BACK UP WASHER FOR OIL SEAL #25195
711	1	25195	OIL SEAL
712	1	21377	BRAKE SPACER
714	9	21252	DIVIDER PLATE
715	8	25194	FRICTION PLATE
717	1	25729	SUPPORT WASHER ANDERTON # R.28/40/2.0
720	1	20261	BRAKE HUB
723	1	25187	SPRAG CLUTCH BORG WARNER #X138769
724	1	21193	SPRAG CLUTCH ALIGNER
726	1	22672	SPRAG CLUTCH SPACER
727	1	25492	CIRCLIP ROTOR CLIP SH-106
730	1	23206	MOTOR DRIVE SHAFT
731	1	25003	CIRCLIP ROTOR CLIP SH-75
750	1	21482	PISTON
751	1	25830	O-RING -90 DURO -266 8" ID 1/8" CS
752	16	20028	BRAKE SPRING
753	1	25191	O-RING -90 DURO -267 8-1/4" ID 1/8" CS
		23125	WINCH SEAL KIT, CONSISTS OF ITEMS: 105, 123, 515, 623, 625, 707, 710, 711, 751, 753, AND 801

Refer to PAGE 28 for ASSEMBLY DRAWING.

BRAKE GROUP

PRIOR TO SERIAL NO. 37799

G1052-B

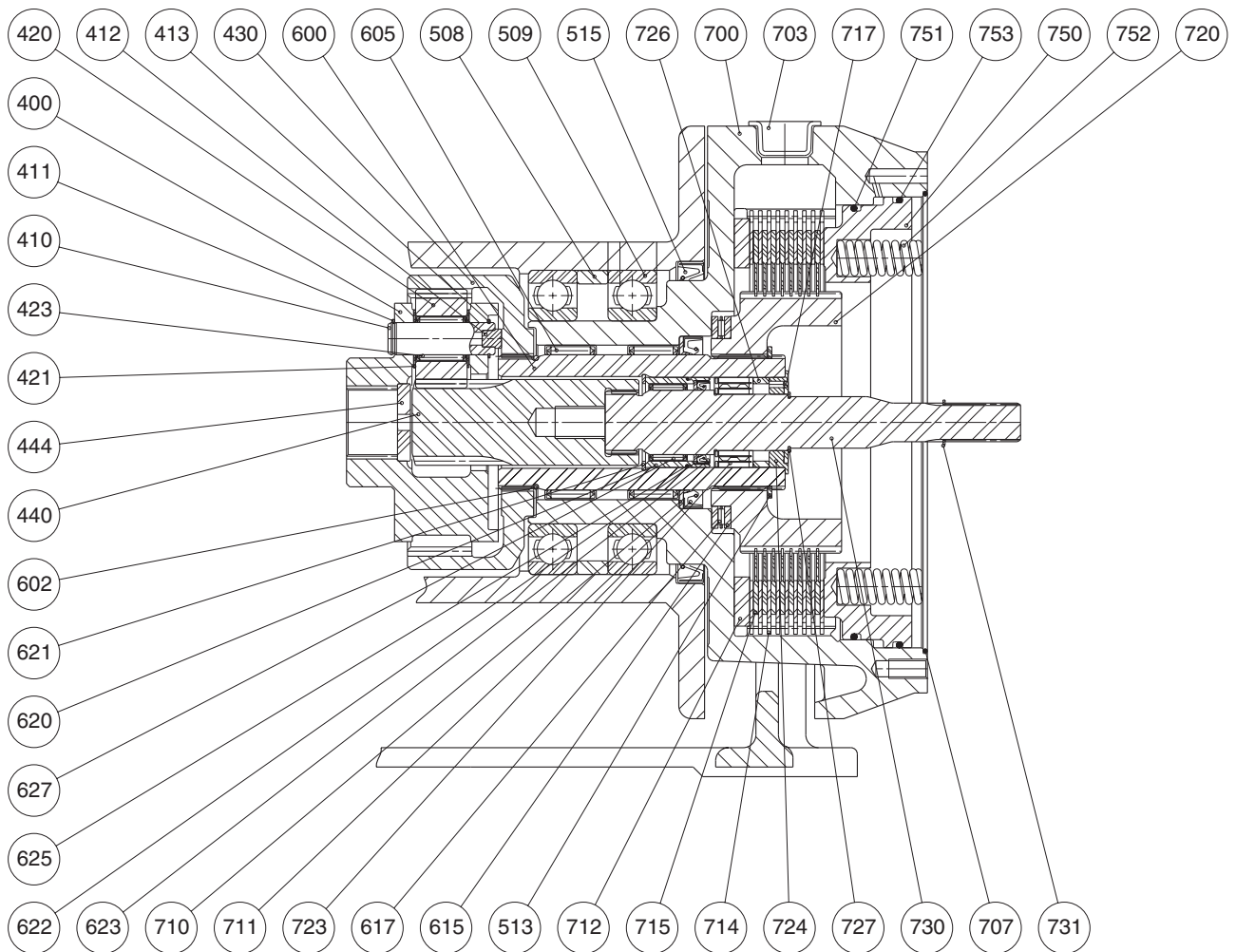
Item 723 - Was Part No. 25071 (Borg Warner sprag clutch #X13143 - Qty. 2)

Item 726 - Was not required

PRIOR TO SERIAL NO. 56185

Item 727 - Was Part No. 25411

Item 730 - Was Part No. 21457



Group drawings may reference more parts than are actually present in a specific assembly. Parts that are referenced on the drawing but are not on the PARTS REFERENCE list should be ignored.

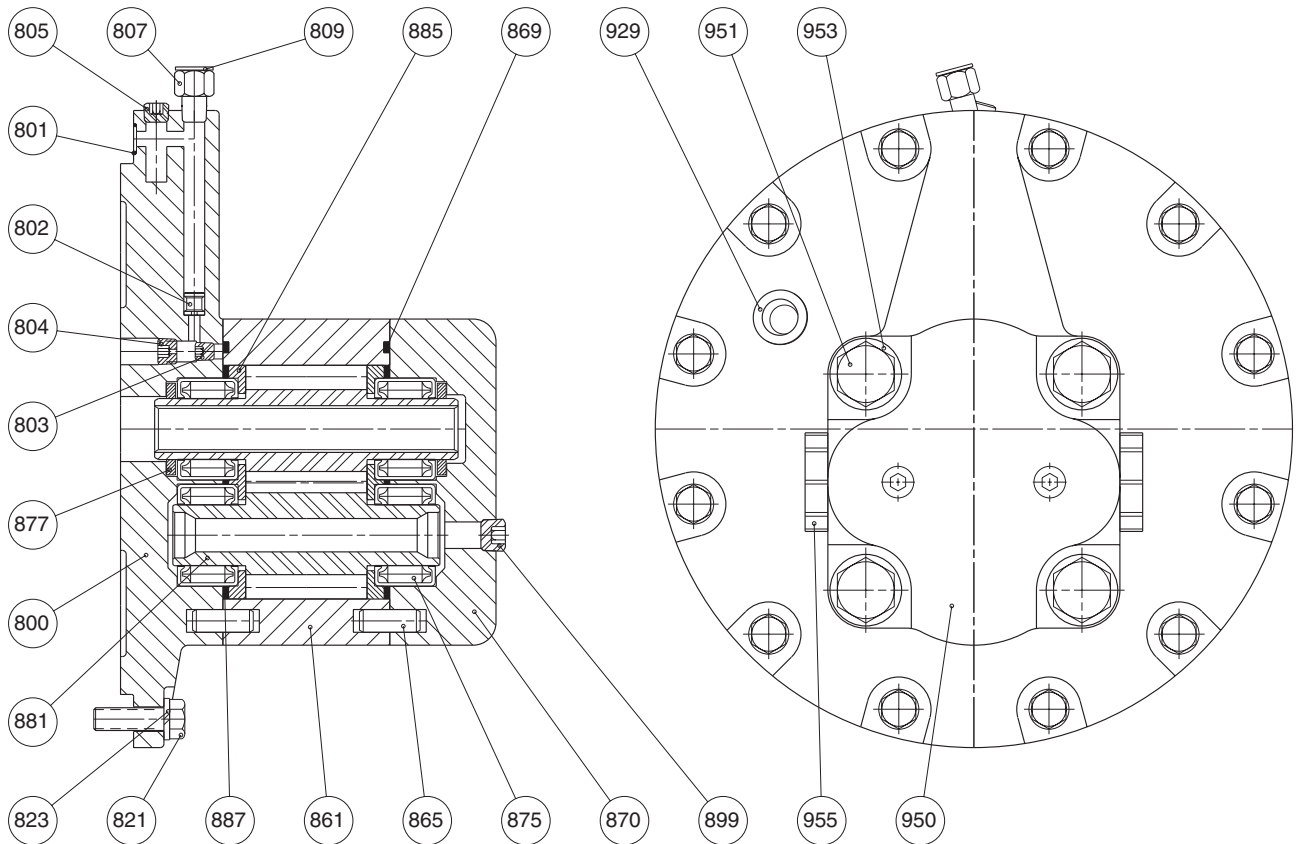
PARTS REFERENCE - MOTOR GROUP

ITEM NO.	QTY.	PART NO.	DESCRIPTION
800	1	21973	MOTOR ADAPTOR
801	1	25310	O-RING 90 DURO -012 3/8" ID 1/16" CS
802	1	*	*
803	1	25370	PIPE PLUG 1/16 - 27 NPT
804	1	*	*
805	2	25040	PIPE PLUG 1/8 - 27 NPT
807	1	*	*
809	1	*	*
821	12	25118	CAPSCREW - HEX HEAD 3/8 - 16 NC X 1.25, GRADE 5
823	12	25037	LOCKWASHER 3/8"
861	1	25323	GEAR HOUSING -030 COMM. #312 8220 327
865	4	25326	DOWEL PIN COMM. #391 2082 032
869	2	25315	SEAL - BODY COMM. #391 2884 050
870	1	21759	PORT END COVER
875	4	25322	ROLLER BEARING COMM. #391 0381 906
877	2	25908	SEAL - RING COMM. #391 2585 024
881	1	25317	GEAR SET -030 COMM. #312 2820 007
885	2	25320	THRUST PLATE COMM. #391 2185 059
887	1	25321	SEAL - STRIP COMM. #391 2882 051
899	2	25031	PIPE PLUG 1/4 - 18 NPT
929	1	*	*
950	1	*	SUB - ASSY MOTOR -030 COMM. WM31 -2.0
951	4	25324	CAPSCREW - HEX HEAD 5/8 X 5.25 COMM. #391 1401 103
953	4	25325	WASHER COMM. #391 3784 028
955	2	25556	PLASTIC CAPLUG 1.312" -12 THR' D
		23131	MOTOR SEAL KIT, CONSISTS OF ITEMS: 869, 877, AND 887
			NOTE: ITEM 950 MOTOR SUB-ASSY CONSISTS OF ITEMS: 800, 802, 803, 804, 805, 807, 809, 861, 865, 869, 870, 875, 877, 881, 885, 887, 899, 929, 951, 953, AND 955
			* These part numbers and descriptions vary according to brake code. Refer to APPENDIX C.

Refer to PAGE 22 for winch seal kit and PAGE 28 for ASSEMBLY DRAWING.

MOTOR GROUP

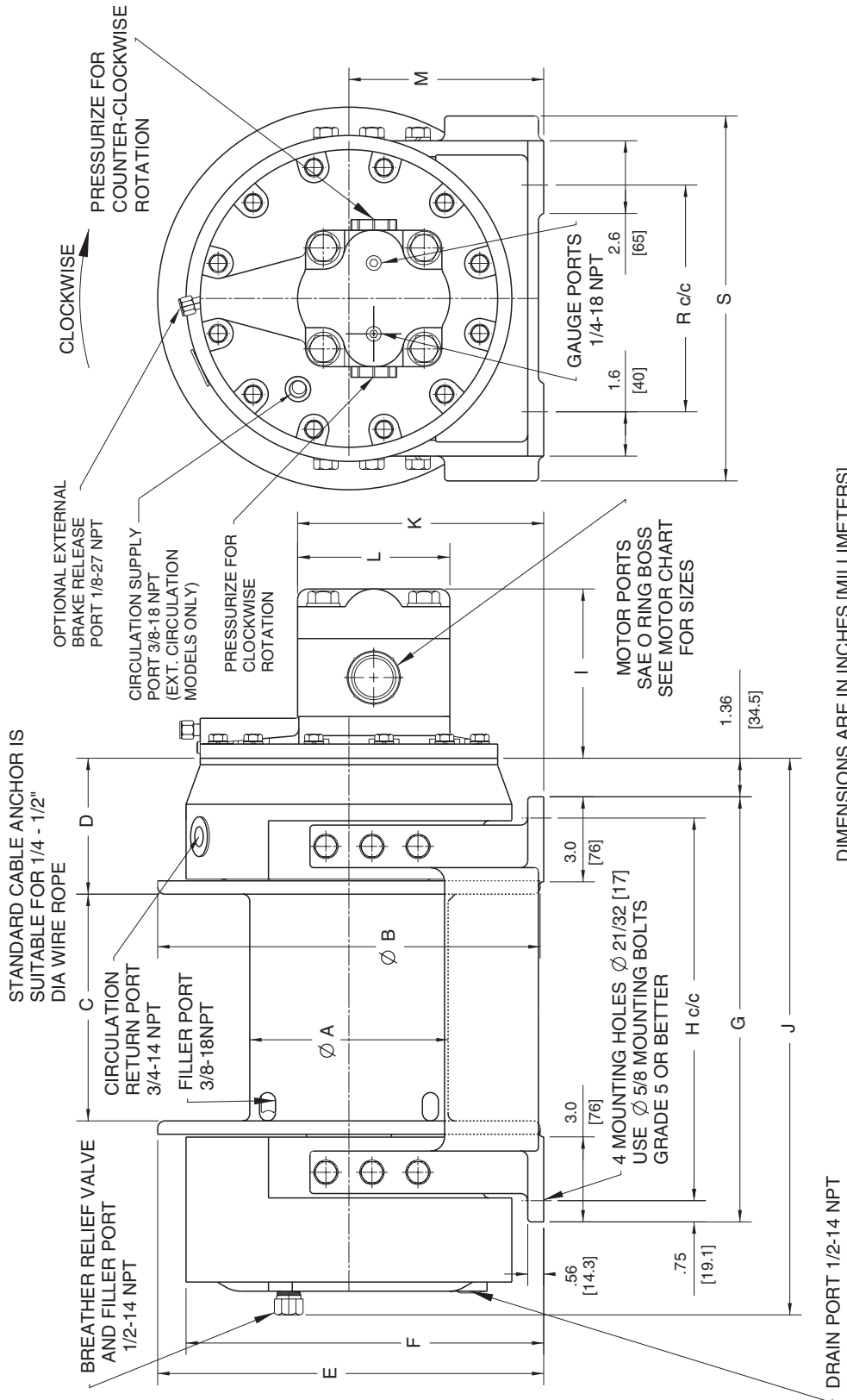
G1086



Group drawings may reference more parts than are actually present in a specific assembly. Parts that are referenced on the drawing but are not on the PARTS REFERENCE list should be ignored.

INSTALLATION DIMENSIONS

I1025-1-C



DIMENSIONS ARE IN INCHES [MILLIMETERS]

FOR SAFETY:
A MINIMUM OF 5 WRAPS OF
WIRE ROPE MUST BE MAINTAINED
AT ALL TIMES!

INSTALLATION DIMENSIONS

11025-2

DRUM CODE		A	B	C	D	E	F	G	H	J	K	M	R	S
- 1	in	7.0	11.5	8.0	4.8	12.6	12.6	15.0	13.500	19.6	8.7	6.88	8.000	12.9
	mm	178	292	203	122	321	321	381	342.90	499	221	174.6	203.20	327
- 2	in	7.0	13.5	8.0	4.8	13.6	12.6	15.0	13.500	19.6	8.7	6.88	8.000	12.9
	mm	178	343	203	122	346	321	381	342.90	499	221	174.6	203.20	327
- 4	in	7.0	13.5	12.0	4.8	13.6	12.6	19.0	17.500	23.6	8.7	6.88	8.000	12.9
	mm	178	343	305	122	346	321	483	444.50	599	221	174.6	203.20	327

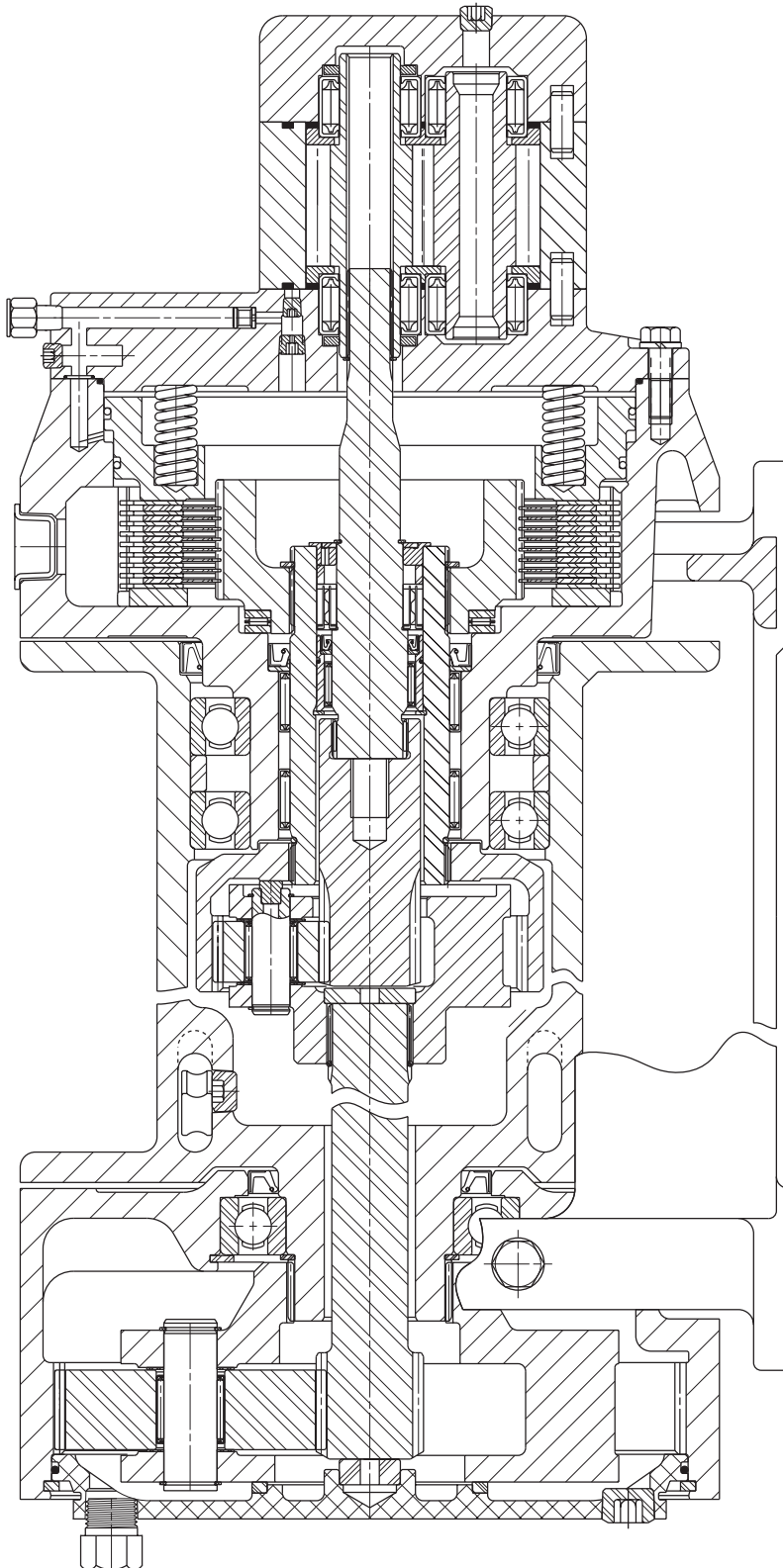
HYDRAULIC MOTORS

COMMERCIAL WM31 SERIES

MOTOR CODE	GEAR WIDTH	MOTOR PORT SIZE SAE O-RING		I	L
- 30	2.00 50.8	1 5/16 - 12	in mm	6.0 152	5.4 137
- 31	1.75 44.5	1 5/16 - 12	in mm	5.8 146	5.4 137
- 32	1.50 38.1	1 1/16 - 12	in mm	5.5 140	5.4 137
- 33	1.25 31.8	1 1/16 - 12	in mm	5.3 133	5.4 137
- 34	1.00 25.4	7/8 - 14	in mm	5.0 127	5.4 137

ASSEMBLY DRAWING

G1050-B & G1052-B & G1086



APPENDIX A

DRUM CODE	CABLE DRUM SIZES INCHES (MILLIMETERS)			WIRE ROPE STORAGE FEET (METERS)			LINE PULL AT MAXIMUM PRESSURE - HOISTING *		MAXIMUM ALLOWABLE LINE PULL - LOWERING *		HOISTING LINE SPEED AT MAXIMUM VOLUME*		LOWERING LINE SPEED AT MAXIMUM VOLUME*		LUBRICATING OIL VOLUME REQUIRED U.S. GALLONS (LITERS)
	BARREL	FLANGE	LENGTH	1/2 inch	7/16 inch	3/8 inch	BARE DRUM	FULL DRUM	BARE DRUM	FULL DRUM	BARE DRUM	FULL DRUM	BARE DRUM	FULL DRUM	
STANDARD REDUCTION RATIO															
-1	7.0 (178)	11.5 (292)	8.0 (203)	152 (46)	166 (51)	227 (69)	8500 (37.8)	5795 (25.8)	1962 (8.7)	1342 (6.0)	116 (35)	170 (52)	502 (153)	736 (224)	0.4 (1.5)
-2	7.0 (178)	13.5 (343)	8.0 (203)	231 (70)	297 (91)	375 (114)	8500 (37.8)	4904 (21.8)	1962 (8.7)	1159 (5.2)	116 (35)	201 (61)	502 (153)	870 (265)	0.4 (1.5)
-4	7.0 (178)	13.5 (343)	12.0 (305)	347 (106)	445 (136)	562 (171)	8500 (37.8)	4904 (21.8)	1962 (8.7)	1159 (5.2)	116 (35)	201 (61)	502 (153)	870 (265)	0.6 (2.3)
'A' REDUCTION RATIO															
-1	7.0 (178)	11.5 (292)	8.0 (203)	152 (46)	166 (51)	227 (69)	7000 (31.1)	4773 (21.2)	1616 (7.2)	1105 (4.9)	135 (41)	199 (61)	587 (179)	861 (262)	0.4 (1.5)
-2	7.0 (178)	13.5 (343)	8.0 (203)	231 (70)	297 (91)	375 (114)	7000 (31.1)	4038 (18.0)	1616 (7.2)	954 (4.2)	135 (41)	235 (72)	587 (179)	1018 (310)	0.4 (1.5)
-4	7.0 (178)	13.5 (343)	12.0 (305)	347 (106)	445 (136)	562 (171)	7000 (31.1)	4038 (18.0)	1616 (7.2)	954 (4.2)	135 (41)	235 (72)	587 (179)	1018 (310)	0.6 (2.3)
'B' REDUCTION RATIO															
-1	7.0 (178)	11.5 (292)	8.0 (203)	152 (46)	166 (51)	227 (69)	3790 (16.9)	2584 (11.5)	875 (3.9)	598 (2.7)	249 (76)	366 (111)	1081 (329)	1585 (483)	0.4 (1.5)
-2	7.0 (178)	13.5 (343)	8.0 (203)	231 (70)	297 (91)	375 (114)	3790 (16.9)	2186 (9.7)	875 (3.9)	517 (2.3)	249 (76)	432 (132)	1081 (329)	1873 (571)	0.4 (1.5)
-4	7.0 (178)	13.5 (343)	12.0 (305)	347 (106)	445 (136)	562 (171)	3790 (16.9)	2186 (9.7)	875 (3.9)	517 (2.3)	249 (76)	432 (132)	1081 (329)	1873 (571)	0.6 (2.3)

* Performance specifications are based on standard hydraulic motor with 1/2 inch diameter rope.

APPENDIX B

ITEM NUMBERS

128	300	320	340	500	550
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PART DESCRIPTION

PLANET HUB STOPPER	FINAL PLANET HUB	FINAL PLANET GEAR	FINAL SUNGEAR	CABLE DRUM	BASE
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DRUM
CODE

STANDARD REDUCTION RATIO PART NUMBERS

-1	N/A	20143	20113	20142	20174	20074
-2	N/A	20143	20113	20142	20298	20074
-4	N/A	20143	20113	20352	20324	20325

DRUM
CODE

'A' REDUCTION RATIO PART NUMBERS

-1	N/A	20109	20102	20104	20174	20074
-2	N/A	20109	20102	20104	20298	20074
-4	N/A	20109	20102	20351	20324	20325

DRUM
CODE

'B' REDUCTION RATIO PART NUMBERS

-1	20314	20353	20355	22174	20174	20074
-2	20314	20353	20355	22174	20298	20074
-4	20314	20353	20355	22094	20324	20325

APPENDIX C

BRAKE CODE

ITEM NO.	PART DESCRIPTION	- 3	- 4	- 5	- 6	- 7	- 8	- 9	- 10
		PART NUMBERS							
802	SHUTTLE	N/A	20849	20849	N/A	N/A	20849	20849	N/A
804	ORIFICE PLUG	21483	21483	21483	21483	N/A	N/A	N/A	N/A
804	1/8-27 NPT PIPE PLUG	N/A	N/A	N/A	N/A	25040	25040	25040	25040
807	1/8-27 NPT PIPE PLUG	25040	N/A	N/A	25040	25040	N/A	N/A	25040
807	1/8-27 NPT PIPE ADAPTOR	N/A	25622	25622	N/A	N/A	25622	25622	N/A
809	PLASTIC CAPLUG 1/8 NPT	N/A	25374	25374	N/A	N/A	25374	25374	N/A
929	3/8-18 NPT PIPE PLUG	25085	25085	25085	25085	N/A	N/A	N/A	N/A
929	PLASTIC CAPLUG 3/8 NPT	N/A	N/A	N/A	N/A	26276	26276	26276	26276
950	MOTOR SUB-ASSY	22026	22027	22028	22029	22303	22083	22084	22304

BOLT TORQUE CHART

BOLT DIAMETER Inches	TORQUE lb-ft	TORQUE Nm
1/4	9	12
5/16	18	24
3/8	32	43
7/16	50	68
1/2	75	102
9/16	110	149
5/8	150	203
3/4	265	359
7/8	420	569
1	640	868
1 1/8	800	1085
1 1/4	1000	1356

NOTE: Unless otherwise specified, torque bolts per above chart.