

Lantec Winches Power BP's Allied Marine Crane

| | |
|-----------------|--|
| ROUTE TO: | |
| Sales Manager | |
| Parts Manager | |
| Service Manager | |
| | |
| | |

British Petroleum didn't become one of the world's most successful oil companies by making wrong decisions. When it came time to select cranes for their offshore natural gas platform in Trinidad and Tobago, BP specified Allied Marine Crane.

Similarly, when it came time for crane engineer Igor Kormishkin to select the winches for these cranes, he specified Allied's Lantec winch.

British Petroleum Trinidad and Tobago (BP T&T) is developing a \$600 million project, known as Kapok, to tap vast reserves of natural gas under the Caribbean Sea. The natural gas will be delivered from the new platform to a new central processing unit at Atlantic LNG, Trinidad's major LNG plant.

Kellogg Brown & Root, of Houston, Texas, performed design engineering. J. Ray McDermott, Inc., Morgan City, Louisiana, is building the platform. McDermott will mount the cranes onto the platform prior to transport to the well field.

The two identical cranes will serve as the production and maintenance cranes for the "Kapok" and "Cassia B" platforms. They will be used primarily for swapping equipment and for unloading supplies from a supply vessel.

These cranes are BP's first electrohydraulic cranes, using electric power to drive the hydraulic pumps. The cranes are rated at 200 HP. As part of BP's commitment to reducing emissions from its facilities, they are switching to electrical power as much as possible.

The crane has a 100-foot boom, to provide long reach capability, yet is rated at 75 tons at a 10-foot lifting radius. To provide for both rapid lifting



The two Lantec winches provide lots of lifting capacity in a compact unit. The two compact winches sit comfortably at the base of the 100-foot crane boom.

of small loads and a heavy lift capability, the crane uses two winches—a Lantec 542-133 with 1-inch line, and a Lantec 201-121 with 3/4-inch line. The Lantec 542 winch will use 4-part line, to provide a hook speed of 60 ft/min. The Lantec 201, with single-part line, delivers 150 ft/min hook speed.

The Lantec winch is a compact unit that fits comfortably atop the crane boom. The smooth, clean exterior resists accumulation of seawater, thereby minimizing corrosion.

Over the years, the Lantec winch has developed the reputation for being "bulletproof," totally reliable and dependable. For a key component of an offshore oilrig, that's probably the most desirable attribute a piece of machinery should possess.

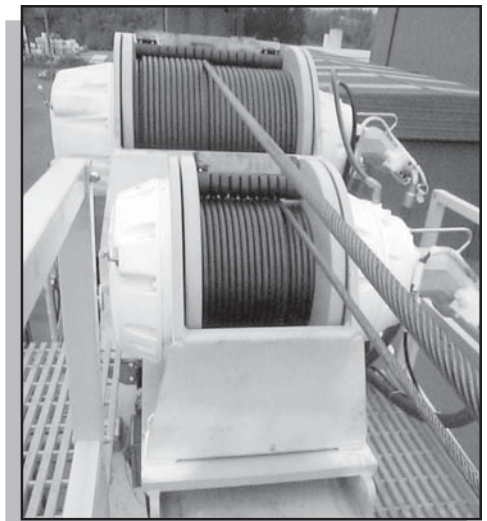
The Lantec winches use Rexroth piston motors. These motors are able to develop higher RPM than the standard gear motor, and they operate at higher hydraulic efficiency. This helps

to reduce the horsepower requirements.

The cranes were required to meet API certification standards. As a result, the Lantec winches were built and tested to satisfy the applicable requirements. The API load rating on the main winch is over 24,000 lbs.

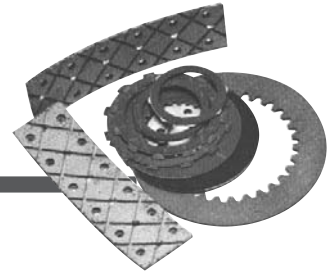
If the Lantec winch can handle this kind of demanding application, you know it can handle just about anything. It's built and tested to the same high standards as

the towing winches used on crawler tractors—built tough, built to last.



In the foreground is the Lantec 201 winch, providing high speed lifting. Behind is the Lantec 542, to deliver heavy lifting performance. The Rexroth bent-axis piston motors are visible on the right of the winches.

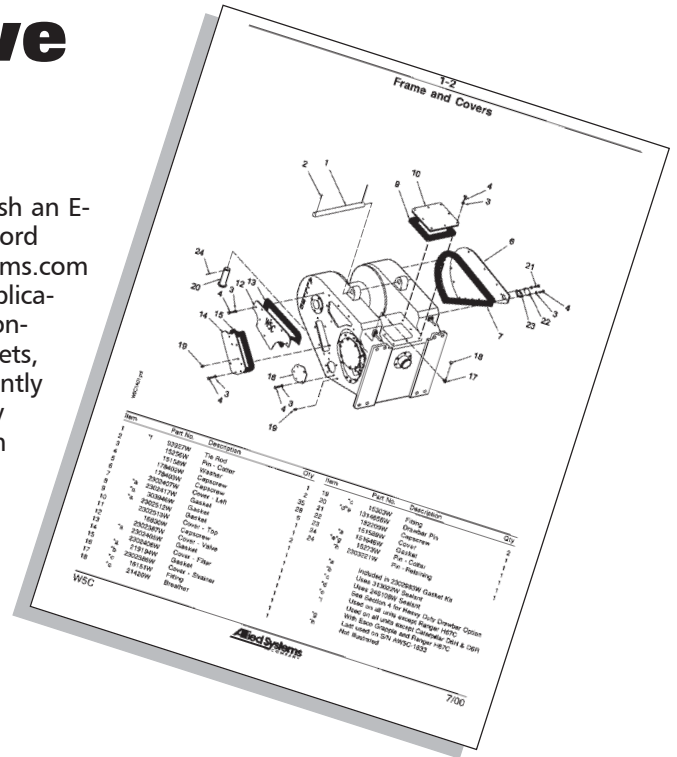
PARTS NEWS



On-Line Manuals Give You Quicker Access

For those dealers who have already received their personal E-Commerce (EC) account numbers and passwords, access to current production model winch manuals is just a click away. Once inside the EC website, select the "Publications Locator" and the "ALLIED WINCH" links to access Parts, Service, and Operator's Manuals as well as WINCH spec sheets and Suggested Spare Parts Stocking Guides. Dealers needing to consult specific parts coverage can review or download and print individual pages at their convenience. To view these files, you will need Adobe Acrobat® 4.0 or higher, which can be downloaded free through a link on our EC website.

Dealers wanting to establish an E-Commerce account/password should go to ec.alliedsystems.com and fill out the on-line application form. In addition to on-line manuals and spec sheets, EC allows you to conveniently check price and availability and order parts right from your PC. Please contact the Allied Systems Company Service Parts Department if you have any questions or need assistance using E-Commerce or the Publications Locator.



Allied Winch Supports Latest Models from Case

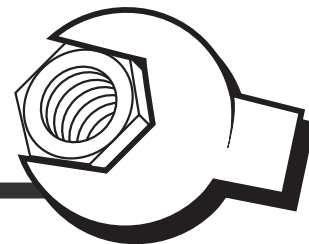
Case has recently released two new dozers, to extend their capability into larger models. The Case 1650K, weighing 30,100 lbs with 145 net HP engine, takes the Allied W5C winch. The Case 1850K, at 45,800 lbs with 172 net HP engine, takes the Allied W6F winch.

As quickly as new models are introduced, Allied strives to have the right winch available for each tractor once it reaches the market. Allied worked closely with the Case product development team to ensure winch availability from the day the models were introduced.



The Case 1850K is the latest tractor model to use the Allied winch.

SERVICE NEWS



Accumulators Give Your Winch a Boost

We frequently get questions about the function of the accumulators inside every Allied powershift towing winch. They may seem like just an optional part of the system if you are never aware of the service they provide. But, in fact, they are quite important.

The accumulators serve two key purposes:

1. To supply additional hydraulic oil when the PTO shaft is turning slowly and unable to deliver its normal capacity of oil. The additional oil ensures that the brake and clutch function just like they would when the PTO is turning at normal speed.
2. To allow the operator to maintain hydraulic function if the tractor engine shuts off, usually to release the brake and unhook the load.

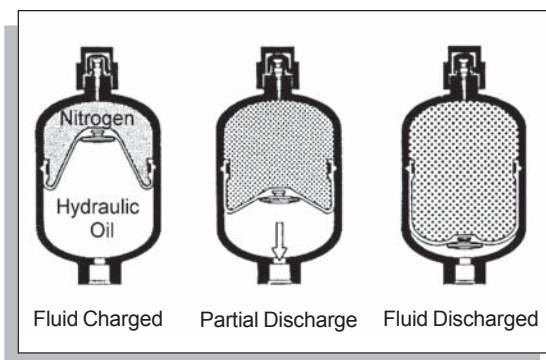
In simple terms, the accumulator is a steel chamber divided into two parts by a rubber diaphragm, with nitrogen gas contained in one part and hydraulic oil in the other part. The nitrogen

side of the accumulator is sealed and normally remains filled with nitrogen gas to a pressure of 115 psi. The other side of the accumulator is connected to the winch hydraulic system, and responds to the changing pressures in the system.

If the system side of the accumulator is at 225 psi, then the nitrogen gas is compressed until its pressure reaches 225 psi. The accumulator becomes filled mostly with hydraulic oil, and is available for use if the system pressure drops.

The two events that cause a normal drop in system pressure are a slow turning PTO, usually due to a heavy load, or a PTO not turning because the engine shuts off.

It may be tempting to charge the accumulator with compressed air. This practice is not recommended. Air reacts chemically with the rubber, causing breakdown of the rubber diaphragm and failure of the accumu-



lator. In addition, the air may be saturated with water or other contaminants, which can also damage the rubber diaphragm.

Until recently, all winches contained two accumulators. Allied now uses a single larger accumulator in the W6F and W8L winches. If you would like to convert an existing winch to the new style accumulator, Allied offers a conversion kit, Part Number 2304704W.

Help your customers by keeping the accumulators charged and in working order.

**DON'T
FORGET**



Phone: 503/625-2560
FAX: 503/625-7269
503/625-5132
E-mail: marketing@
alliedsystems.com

PLACE
STAMP
HERE

ALLIED SYSTEMS COMPANY

2300 Oregon Street
Sherwood, OR 97140-9799 U.S.A.

- Lantec Winches Power BP's Allied Marine Crane
- On-Line Manuals Give You Quicker Access
- Allied Winch Supports Latest Models From Case
- Accumulators Give Your Winch a Boost

IN THIS ISSUE



ALLIED SYSTEMS COMPANY
Winch Division
2300 Oregon Street
Sherwood, OR 97140-9799 U.S.A.

CUT ALONG DASHED LINE

VOL. 21 NO. 2

Information Request Card

Yes, please have a sales representative call me.

Yes, please send me:

___ copies of winch spec sheet ___ copies Spare Parts Price List

___ copies Winchlines newsletter ___ copies other (please specify)

Name _____

Title _____

Dealer Name _____



WINCHLINES

*A quarterly newsletter
published by*

ALLIED SYSTEMS COMPANY
WINCH DIVISION
2300 Oregon Street
Sherwood, OR 97140-9799 U.S.A.
Telephone: 503.625.2560
FAX: 503.625.7269
www.alliedsystems.com