Tool down for your next TLO change outs

ProLift is the only purpose-built maintenance tool that eliminates manual handling, improving safety and reducing on-site downtime, every time!
With a single operator, ProLift provides 10x faster change out time
Reduce on average Train Load Out (TLO) downtime for chute change outs by 33%.

Savings in shutdown costs by up to $40,000 per chute in transport, plus additional reduction in labour cost of 65%.

Eliminates the need to use extra lifting equipment, associated personnel and deliveries on site, providing improved safety and efficiency profile for TLO maintenance shutdowns.

ProLift is a purpose built maintenance apparatus that has revolutionised the TLO chute change outs (CCOs) and gate change outs (GCOs) simplifying the process and maximising efficiency. This tool’s specialised design and scope completely eliminates manual change outs on your site and dramatically improves operational safety.

» Single person operation
» Eliminates manual handling
» Self-powered and propelled on standard tracks
» No power isolation needed
» No outriggers or any other supporting structure involved
» No anchor points required

With the expertise of Schenck Process’ TLO maintenance service team, ProLift guarantees the safest TLO change out maintenance.
Safer by multiples

The safety risks and time associated with manual handling and lifting for chute change outs are clearly evident when we see how the massive chutes historically needed a large crew to move the chute in and out of position.

Now ProLift allows all personnel to be clear of the track level when transporting the chute in and out of the TLO building.

Inspired by the evident need for enhancements to worker safety, ProLift is Schenck Process’ engineered solution tool to address the very particular needs for chute and gate change out procedures.

ProLift’s radio controlled, single operator function eliminates the need for personnel on the track level when transporting the chute in and out of the TLO building. The tool also eliminates the need for personnel to be near the massive chutes during lifting and lowering. By moving people out of harm’s way, ProLift provides gold standard risk management for TLO maintenance.

ProLift takes safety even further with sensor controlled interlocks that prevent uncontrolled movements, even in the case of overloads.
In parallel with increased safety, ProLift’s time-saving features have provided substantial reductions to TLO shutdown windows. Overall, shutdowns have been reduced on average from 72 hours to 48 hours. Moving chutes in and out of the TLO building has been recorded to be 85% faster and lifting times were reduced by an overwhelming 92%.

92% faster
lifting time
Real results
Pilbara, Western Australia

At a prominent Iron Ore mine site in Western Australia, TLO chute change outs were a 72 hour, labour intensive, multi-stage process including some notable, high risk activities. Workers needed to manually handle chute transfers at the track level plus work at heights at other times. Raising and lowering the 20-tonne loading chute required at least eight fitters to operate four chain blocks simultaneously, all with anchor points directly adjacent to the lift zone.

The process was characterised with high operational costs, large labour crews and significant margins for error.

The ProLift difference
With our purpose engineered ProLift maintenance tool, Schenck Process was able to minimise the labour crew, eliminate previous high risk activities and significantly speed up the lifting and lowering tasks. The entire first change out was accomplished in 24 hours less time than our previous overhaul.
Technical Support & Specifications

Schenck Process will provide technical support on-site to complete the chute change out, including the tool operator(s). No capital expenditure is required to implement the CCO methodology with the Chute and Gate Change Out Tool.

RAILTRACK ACCESS
The side loader truck requires a minimum parallel parking area of 20m x 5.5m adjacent to the tracks. The loading ground can be paved, concreted, or compacted earth/aggregate.

RAILTRACK LEVEL
ProLift is designed to operate on rail tracks with a maximum slope of 1% and a maximum level variance of 25mm between the left and right rails. To ensure optimal shutdown efficiency and safety, Schenck Process conducts a track and ground survey no later than four weeks prior to shutdown.

CLEARANCES
Adjacent and overhead structures, such as walkways and cable trays, must be measured and reported to Schenck Process prior to deployment of the tool to ensure there can be no impact during the procedure. Alternatively, Schenck Process will conduct a clearance audit no later than four weeks prior to shutdown.