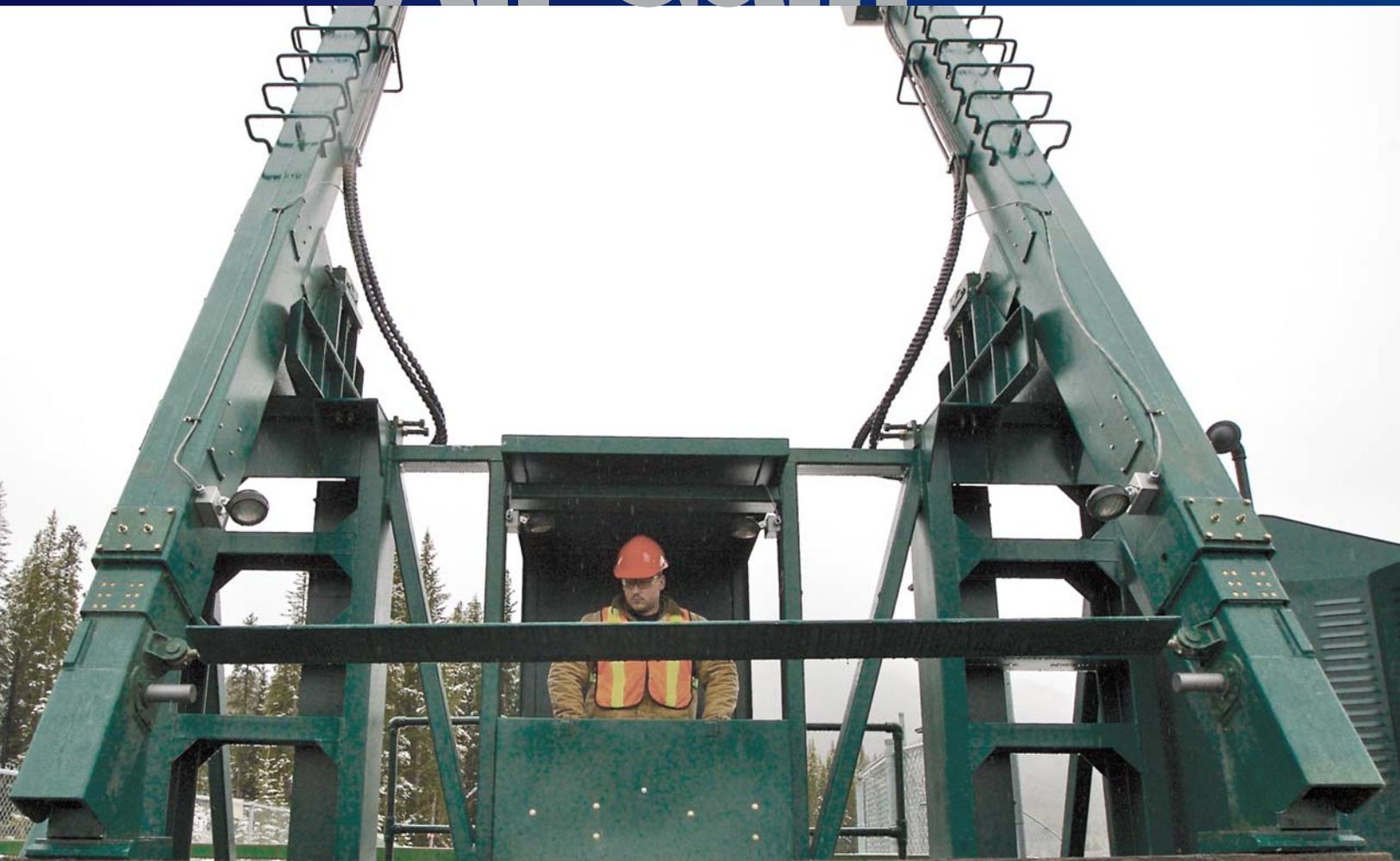


Atlas Polar Stop Log Lifter

No Pain. All Gain



The best way to make short work of the tough job of dealing with logs in the sluceway.



Atlas Polar
IT'S ALL ABOUT QUALITY™



The alternative to six strongmen

Dealing with logs in the sluiceway is one of the most hazardous and physically demanding operations going.

It is also an operation that requires considerable manpower and the it's the kind of work nobody's too thrilled about having to do.

But that all changed with the development of the Atlas Polar Stop Log

Lifter. In a very short time, the Stop Log Lifter has earned a solid reputation. Over the past 4 decades, it has become the standard for effective and efficient stop log handling.

The Stop Log Lifter is a real multi-tasker, which will help you:

- Engage and remove logs
- Stack logs
- Retrieve and replace logs

It's designed to replace the manual labour and high risk associated with hand-cranked winches that have their hooks manually engaged.

This, of course, means less manpower is required to perform all operations. In these days of shrinking budgets, that's a real added-value feature.



The log lifter works 24/7 and takes adverse conditions right out of the picture



The biggest downside to a manual log lifting system is the fact that weather conditions can often make this operation very hazardous, not to mention the physical demands it can put on your crew and the low morale that it can generate as a result.

The Atlas Polar Stop Log Lifter completely automates this process.

It can engage a log, even with a full head of water passing over it. Its lifting force of 20,000 lbs and a compacting (or jacking down) force of 40,000 lbs, can remove or place virtually any log in much less time than a manual operation.

This process is all managed by one operator, working from a central console area with both gains always completely visible.

The Atlas Polar Stop Log Lifter.

It will improve your operations dramatically. It will increase your efficiency substantially. It will also permanently lower all risks associated with log handling operations.

It's an all gain/no pain system that will pay big dividends in the long run.

Technical specifications

The log lifting unit is capable of engaging a log while a full head of water is passing over it.

Minimum Lifting (breakout) force exerted simultaneously at each end of the log will be 10,000 lbs.

Maximum compacting force (jacking down) will be 20,000 at each end of the log simultaneously.

The size of the compacting plate will ensure no log damage during compacting.

The extreme rise in operating pressure (to main relief pressure 2800 psi) will indicate the booms have bottomed on top of the log. A similar rise in pressure (2nd gauge) to 1500 psi will indicate spud head turning. An inductive sensor recessed in the compactor plate will sense contact with the log end iron. This will illuminate a light on the operator's console (each boom). If at any time in the lifting process, a light goes out, the spud is not engaged and the grab procedure must be repeated.

Log transfer from sluice to sluice will be possible (for safety reasons the boom must be in the vertical position).

Travel speed along the dam will be approximately 25 ft./min.

Boom speed (average out and in) will be approximately 25 ft./min.

Clearance between lifted log and the dam deck will be a minimum of 6 inches.

The unit will be capable of removing all logs from any sluice up to the depth of 30 feet.

The operator's platform will be located near the centre of the machine. The operator will have a clear view of the operation at all times. The platform will have a roof and a solid rear wall for weather protection.

All controls will be self-centering in the neutral position.

Each boom system will have individual gauging.

All controls will be clearly identified with lamecoid nameplates.



The electric motor (propane engine optional), pump, oil reservoir and control bank will be contained in their own lockable enclosure of 12 Ga. material.

Lights will be provided to illuminate the gains and the control console.

All hydraulic hoses will be double braid high pressure.

All existing running rails and hold-downs to be used, otherwise customer to modify or supply.

All unit pumps and motors (hydraulic) will be propane engine driven.

Units will stack and/or retrieve logs on/from the downstream deck.

Each unit to have a spreader bar attached to maintain spud centres.

O/M manuals drawings and electrical/hydraulic schematics.



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1-888-799-4422

mfg@atlaspolar.com

www.atlaspolar.com