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Installation

Shuttle Devices

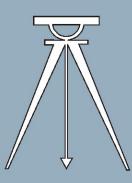




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PELLERIN MILNOR CORPORATION LIMITED STANDARD WARRANTY

We warrant to the original purchaser that MILNOR machines including electronic hardware/software (hereafter referred to as "equipment"), will be free from defects in material and workmanship for a period of one year from the date of shipment (unless the time period is specifically extended for certain parts pursuant to a specific MILNOR published extended warranty) from our factory with no operating hour limitation. This warranty is contingent upon the equipment being installed, operated and serviced as specified in the operating manual supplied with the equipment, and operated under normal conditions by competent operators.

Providing we receive written notification of a warranted defect within 30 days of its discovery, we will—at our option—repair or replace the defective part or parts, EX Factory (labor and freight specifically NOT included). We retain the right to require inspection of the parts claimed defective in our factory prior to repairing or replacing same. We will not be responsible, or in any way liable, for unauthorized repairs or service to our equipment, and this warranty shall be void if the equipment is tampered with, modified, or abused, used for purposes not intended in the design and construction of the machine, or is repaired or altered in any way without MILNOR's written consent.

Parts damaged by exposure to weather, to aggressive water, or to chemical attack are not covered by this warranty. For parts which require routine replacement due to normal wear—such as gaskets, contact points, brake and clutch linings, belts, hoses, and similar parts—the warranty time period is 90 days.

We reserve the right to make changes in the design and/or construction of our equipment (including purchased components) without obligation to change any equipment previously supplied.

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THE PROVISIONS ON THIS PAGE REPRESENT THE ONLY WARRANTY FROM MILNOR AND NO OTHER WARRANTY OR CONDITIONS, STATUTORY OR OTHERWISE, SHALL BE IMPLIED.

WE NEITHER ASSUME, NOR AUTHORIZE ANY EMPLOYEE OR OTHER PERSON TO ASSUME FOR US, ANY OTHER RESPONSIBILITY AND/OR LIABILITY IN CONNECTION WITH THE SALE OR FURNISHING OF OUR EQUIPMENT TO ANY BUYER.

BIUUUD19 (Published) Book specs- Dates: 20081231 / 20081231 / 20081231 Lang: ENG01 Applic: UUU

How to Get the Necessary Repair Components



This document uses Simplified Technical English. Learn more at http://www.asd-ste100.org.

You can get components to repair your machine from the approved supplier where you got this machine. Your supplier will usually have the necessary components in stock. You can also get components from the Milnor[®] factory.

Tell the supplier the machine model and serial number and this data for each necessary component:

- The component number from this manual
- The component name if known
- The necessary quantity
- The necessary transportation requirements
- If the component is an electrical component, give the schematic number if known.
- If the component is a motor or an electrical control, give the nameplate data from the used component.

To write to the Milnor factory:

Pellerin Milnor Corporation Post Office Box 400 Kenner, LA 70063-0400 UNITED STATES

Telephone: 504-467-2787 Fax: 504-469-9777 Email: parts@milnor.com

- End of BIUUUD19 -

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Trademarks

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These words are trademarks of Pellerin Milnor® Corporation and other entities:

Table 1. Trademarks			
AutoSpot TM	GreenFlex TM	MilMetrix®	PulseFlow®
CBW®	GearTrace TM	MilTouch TM	RAM Command TM
Drynet TM	GreenTurn [™]	MilTouch-EX [™]	RecircONE®
E-P Express®	Hydro-cushion [™]	MILRAIL TM	RinSave®
E-P OneTouch®	Mentor®	Miltrac [™]	SmoothCoil™
E-P Plus®	Mildata®	PBWTM	Staph Guard®
Gear Guardian®	Milnor®		

End of document: BNUUUU02

Installation

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Safety—Shuttle

1. General Safety Requirements—Vital Information for Management Personnel [Document BIUUUS04]

Incorrect installation, neglected preventive maintenance, abuse, and/or improper repairs, or changes to the machine can cause unsafe operation and personal injuries, such as multiple fractures, amputations, or death. The owner or his selected representative (owner/user) is responsible for understanding and ensuring the proper operation and maintenance of the machine. The owner/user must familiarize himself with the contents of all machine instruction manuals. The owner/user should direct any questions about these instructions to a Milnor® dealer or the Milnor® Service department.

Most regulatory authorities (including OSHA in the USA and CE in Europe) hold the owner/user ultimately responsible for maintaining a safe working environment. Therefore, the owner/user must do or ensure the following:

- recognize all foreseeable safety hazards within his facility and take actions to protect his personnel, equipment, and facility;
- work equipment is suitable, properly adapted, can be used without risks to health or safety, and is adequately maintained;
- where specific hazards are likely to be involved, access to the equipment is restricted to those employees given the task of using it;
- only specifically designated workers carry out repairs, modifications, maintenance, or servicing;
- information, instruction, and training is provided;
- workers and/or their representatives are consulted.

Work equipment must comply with the requirements listed below. The owner/user must verify that installation and maintenance of equipment is performed in such a way as to support these requirements:

- control devices must be visible, identifiable, and marked; be located outside dangerous zones; and not give rise to a hazard due to unintentional operation;
- control systems must be safe and breakdown/damage must not result in danger;
- work equipment is to be stabilized;
- protection against rupture or disintegration of work equipment;
- guarding, to prevent access to danger zones or to stop movements of dangerous parts before the danger zones are reached. Guards to be robust; not give rise to any additional hazards; not be easily removed or rendered inoperative; situated at a sufficient distance from the danger zone; not restrict view of operating cycle; allow fitting, replacing, or maintenance by restricting access to relevant area and without removal of guard/protection device;
- suitable lighting for working and maintenance areas;
- maintenance to be possible when work equipment is shut down. If not possible, then protection measures to be carried out outside danger zones;
- work equipment must be appropriate for preventing the risk of fire or overheating; discharges of gas, dust, liquid, vapor, other substances; explosion of the equipment or substances in it.

1.1. Laundry Facility—Provide a supporting floor that is strong and rigid enough to support–with a reasonable safety factor and without undue or objectionable deflection—the weight of the fully loaded machine and the forces transmitted by it during operation. Provide sufficient clearance for machine movement. Provide any safety guards, fences, restraints, devices, and verbal and/or posted restrictions necessary to prevent personnel, machines, or other moving machinery from accessing the machine or its path. Provide adequate ventilation to carry away heat and vapors. Ensure service connections to installed machines meet local and national safety standards, especially regarding the electrical disconnect (see the National Electric Code). Prominently post safety information, including signs showing the source of electrical disconnect.



WARNING 1: **Collision, Crushing and Pinch Hazards**—Serious bodily injury or death can result to personnel in proximity to machinery/systems that traverse, elevate, extend, pivot, and/or tilt. The following mandatory minimum safety requirements must be installed with the machinery system: • Safety fence inclosing machine movement areas, • Lockable electrical interlocks on all gates, properly interfaced as shown on machine schematics, to disable machine movement when any gate is opened, • Signs to alert personnel to these hazards, placed prominently around the fenced area. Local codes may require additional precautions.

- **1.2. Personnel**—Inform personnel about hazard avoidance and the importance of care and common sense. Provide personnel with the safety and operating instructions that apply to them. Verify that personnel use proper safety and operating procedures. Verify that personnel understand and abide by the warnings on the machine and precautions in the instruction manuals.
- **1.3. Safety Devices**—Ensure that no one eliminates or disables any safety device on the machine or in the facility. Do not allow machine to be used with any missing guard, cover, panel or door. Service any failing or malfunctioning device before operating the machine.
- 1.4. Hazard Information—Important information on hazards is provided on the machine safety placards, in the Safety Guide, and throughout the other machine manuals. Placards must be kept clean so that the information is not obscured. They must be replaced immediately if lost or damaged. The Safety Guide and other machine manuals must be available at all times to the appropriate personnel. See the machine service manual for safety placard part numbers. Contact the Milnor Parts department for replacement placards or manuals.
- **1.5. Maintenance**—Ensure the machine is inspected and serviced in accordance with the norms of good practice and with the preventive maintenance schedule. Replace belts, pulleys, brake shoes/disks, clutch plates/tires, rollers, seals, alignment guides, etc. before they are severely worn. Immediately investigate any evidence of impending failure and make needed repairs (e.g., cylinder, shell, or frame cracks; drive components such as motors, gear boxes, bearings, etc., whining, grinding, smoking, or becoming abnormally hot; bending or cracking of cylinder, shell, frame, etc.; leaking seals, hoses, valves, etc.) Do not permit service or maintenance by unqualified personnel.
 - 2. Safety Alert Messages—Internal Electrical and Mechanical Hazards [Document BIUUUS11]

The following are instructions about hazards inside the machine and in electrical enclosures.



WARNING 2: **Electrocution and Electrical Burn Hazards**—Contact with electric power can kill or seriously injure you. Electric power is present inside the cabinetry unless the main machine power disconnect is off.

• Do not unlock or open electric box doors.

- Do not remove guards, covers, or panels.
- Do not reach into the machine housing or frame.
- Keep yourself and others off of machine.
- Know the location of the main machine disconnect and use it in an emergency to remove all electric power from the machine.



WARNING 3: Entangle and Crush Hazards—Contact with moving components normally isolated by guards, covers, and panels, can entangle and crush your limbs. These components move automatically.

- Do not remove guards, covers, or panels.
- Do not reach into the machine housing or frame.
- Keep yourself and others off of machine.
- Know the location of all emergency stop switches, pull cords, and/or kick plates and use them in an emergency to stop machine motion.

3. Safety Alert Messages—External Mechanical Hazards [Document

BIUUUS12]

The following are instructions about hazards around the front, sides, rear or top of the machine.



CAUTION 4: **Strike and Crush Hazards**—A traveling machine such as a shuttle can strike, crush, or entrap you if you ride on it or enter its path. Traveling machines or their components can move automatically in any direction. Placing a system machine on line by energizing the machine control may immediately summon a shuttle or other traveling machine.

- Keep yourself and others off of machine.
- Keep yourself and others clear of movement areas and paths.
- Understand the consequences of placing a system machine on line.
- Know the location of all emergency stop switches, pull cords, and/or kick plates and use them in an emergency to stop machine motion.
- Know the location of the main machine disconnect and use it in an emergency to remove all electric power from the machine.



CAUTION 5: **Crush and Entrap Hazards**—A traveling machine such as a shuttle can crush or entrap you if the bed or bucket descends while you are under it. The bed or bucket can descend with power off or on.



• Keep yourself and others clear of movement areas and paths.

WARNING 6: **Fall, Entangle, and Strike Hazards**—Machine motion can cause you to fall or become entangled in or struck by nearby objects if you stand, walk, or ride on the machine. Shuttles and conveyor belts move automatically.

• Keep yourself and others off of machine.

4. Safety Alert Messages—Unsafe Conditions [Document BIUUUS14]

4.1. Damage and Malfunction Hazards

4.1.1. Hazards Resulting from Inoperative Safety Devices



WARNING 7: **Multiple Hazards**—Operating the machine with an inoperative safety device can kill or injure personnel, damage or destroy the machine, damage property, and/or void the warranty.

• Do not tamper with or disable any safety device or operate the machine with a malfunctioning safety device. Request authorized service.



WARNING 8: Electrocution and Electrical Burn Hazards—Electric box doors— Operating the machine with any electric box door unlocked can expose high voltage conductors inside the box.

• Do not unlock or open electric box doors.



WARNING 9: **Entangle and Crush Hazards**—Guards, covers, and panels—Operating the machine with any guard, cover, or panel removed exposes moving components.

• Do not remove guards, covers, or panels.

4.1.2. Hazards Resulting from Damaged Mechanical Devices



WARNING 10: Multiple Hazards—Operating a damaged machine can kill or injure personnel, further damage or destroy the machine, damage property, and/or void the warranty.
Do not operate a damaged or malfunctioning machine. Request authorized service.



WARNING 11: Crush Hazards—Chain and hoist—A broken chain or a malfunctioning hoist can permit the belt/bucket assembly to fall or descend.

• Do not operate the machine with any evidence of damage or malfunction.

4.2. Careless Use Hazards

4.2.1. Careless Operation Hazards—Vital Information for Operator Personnel (see also operator hazards throughout manual)



WARNING 12: **Multiple Hazards**—Careless operator actions can kill or injure personnel, damage or destroy the machine, damage property, and/or void the warranty.

- Do not tamper with or disable any safety device or operate the machine with a malfunctioning safety device. Request authorized service.
- Do not operate a damaged or malfunctioning machine. Request authorized service.
- Do not attempt unauthorized servicing, repairs, or modification.
- Do not use the machine in any manner contrary to the factory instructions.
- Use the machine only for its customary and intended purpose.
- Understand the consequences of operating manually.



CAUTION 13: Goods Damage and Wasted Resources—Entering incorrect cake data causes improper processing, routing, and accounting of batches.

• Understand the consequences of entering cake data.



WARNING 14: **Strike and Crush Hazards**—Carelessly moving the machine with manual controls can cause it to strike, crush, entrap, or entangle personnel. You have total control of machine movement immediately after setting the Manual/Automatic switch to manual.

- Keep yourself and others clear of movement areas and paths.
- Understand the consequences of operating manually.

4.2.2. Careless Servicing Hazards—Vital Information for Service Personnel (see also service hazards throughout manuals)



WARNING 15: Electrocution and Electrical Burn Hazards—Contact with electric power can kill or seriously injure you. Electric power is present inside the cabinetry unless the main machine power disconnect is off.

- Do not service the machine unless qualified and authorized. You must clearly understand the hazards and how to avoid them.
- Abide by the current OSHA lockout/tagout standard when lockout/tagout is called for in the service instructions. Outside the USA, abide by the OSHA standard in the absence of any other overriding standard.



WARNING 16: Entangle and Crush Hazards—Contact with moving components normally isolated by guards, covers, and panels, can entangle and crush your limbs. These components move automatically.

- Do not service the machine unless qualified and authorized. You must clearly understand the hazards and how to avoid them.
- Abide by the current OSHA lockout/tagout standard when lockout/tagout is called for in the service instructions. Outside the USA, abide by the OSHA standard in the absence of any other overriding standard.



WARNING 17: Crush and Entrap Hazards—A traveling machine such as a shuttle can crush or entrap you if the bed or bucket descends while you are under it. The bed or bucket can descend with power off or on.

• Secure both red safety pins in accordance with the instructions furnished, then lock out and tag out power at the main machine disconnect before working under bed or bucket.



WARNING 18: Strike and Crush Hazards—A traveling machine such as a shuttle can strike, crush, or entrap you if you ride on it or enter its path. Traveling machines or their components can move automatically in any direction. Placing a system machine on line by energizing the machine control may immediately summon a shuttle or other traveling machine.

• Lock out and tag out power to the traveling machine at the main machine disconnect if you must work in the path of the traveling machine.

— End of BIUUUS27 —

Proximity Safeguarding for Automatic Shuttle Conveyors

Proximity safeguarding—a means of preventing personnel from entering the path of a machine, such as an industrial robot, that moves within a large area.

1. Applicability

This document-

applies to Milnor[®] automated laundering systems with shuttle conveyors that move without operator intervention (automatic operation),

does *not* **apply** to shuttles that require operator input continually, such as directing all shuttle movements (manual operation).

2. References for Proximity Safeguarding

ANSI Z8.1-2016 "American National Standard for Commercial Laundry and Drycleaning Equipment and Operations - Safety Requirements"

OSHA Standard 29 CFR § 1910.212 "General Requirements for All Machines"

OSHA Directive STD 01-12-002 - Pub 8-1.3 "Guidelines for Robotic Safety"

ANSI/RIA R15.06-2012 "American National Standard for Industrial Robots and Robot Systems- Safety Requirements"

ANSI/ASME B15.1-2000 "Safety Standard for Mechanical Power Transmission Apparatus" OSHA Publication 3067 "Concepts and Techniques of Machine Safeguarding" ISO 10472-1 "Safety Requirements for Industrial Laundry Machinery"

3. Hazards To Personnel in Proximity to Shuttle Conveyors

Milnor automated laundering systems use automatic shuttle conveyors to transport goods among the processing machines in the system. Depending on model, an automatic shuttle conveyor may move in any of the following ways, in addition to running its conveyor belt(s):

- It may travel along (traverse) a line of machines (typically dryers).
- Its conveyor bed(s) may ascend and descend (elevate) within the machine frame.
- Its conveyor bed(s) may extend and retract within the machine frame.
- The conveyor bed and frame may pivot.
- Wet goods shuttles have a bucket that elevates and tilts.

These motions pose strike, crush, sever, and entrapment hazards to personnel in proximity to the shuttle. For the safety of personnel, owner/users must provide proximity safeguarding that protects personnel from the moving shuttle.

A common method of proximity safeguarding is safety fencing with interlocked gates that disable the shuttle when a gate is opened. When a shuttle is disabled, this will eventually cause other machines in the system to hold (wait for action from another machine), but it will not necessarily cause them to immediately stop moving. In the case of a tunnel system, the press or centrifugal extractor can pose additional hazards to personnel in proximity to the equipment. **Hence, the safeguards must also disable any presses or extractors.** Tunnels and dryers do not pose a significant hazard to personnel merely because they are in proximity to the equipment, and need not be automatically disabled.



WARNING 1: Multiple Hazards—Proximity safeguarding provides only partial protection and only against injury resulting from entering the shuttle path. It is not a substitute for proper lockout/tagout procedures and good safety practices.

- Always lockout/tagout any individual machine (or follow the published maintenance procedures) when performing maintenance or clearing a fault on that machine.
- Ensure that all personnel understand the safeguards and do not attempt to defeat them.
- Inspect safeguards weekly to ensure that they are not mechanically or electrically circumvented.

4. How Milnor Accommodates Proximity Safeguarding

Milnor provides connection points on shuttles, presses and centrifugal extractors for interfacing with devices such as gate interlock switches. These connection points are tagged for easy identification. When Milnor provides equipment layout drawings for an automated laundering system, it indicates on the drawing, the perimeter of the shuttle movement area that must be guarded. The following hazard statement is displayed on connection point tags as well as equipment layout drawings prepared by Milnor:



WARNING 2: **Strike, Crush, Sever, and Entrapment Hazards**—Serious bodily injury or death can result to personnel in proximity to machinery/systems that traverse, elevate, extend, pivot, and/or tilt. The following mandatory minimum safety requirements must be installed with the machinery system (local codes may require additional precautions):

- Safety fence enclosing machine movement areas,
- Lockable electrical interlocks on all gates, properly interfaced as shown on machine schematics, to disable machine movement when any gate is opened,
- Signs to alert personnel to these hazards, placed prominently around the fenced area.

Although the objectives of proximity safeguarding are the same anywhere, design requirements vary with local codes (which occasionally change) and with the plant layout. For this reason, Milnor does not provide detailed designs or materials for proximity safeguarding. If the necessary expertise does not exist within the owner/user's organization, consult appropriate sources such as local engineers or architects specializing in industrial facility design.

5. Examples of Safety Fencing With Interlocked Gates

Fencing with interlocked gates like that depicted in Figure 1 and Figure 2, may be used to meet the proximity safeguarding requirement. Should the owner/user choose this method, the following information may be useful. However, this information may not satisfy current or local code requirements. The owner/user must determine its suitability for his particular facility.

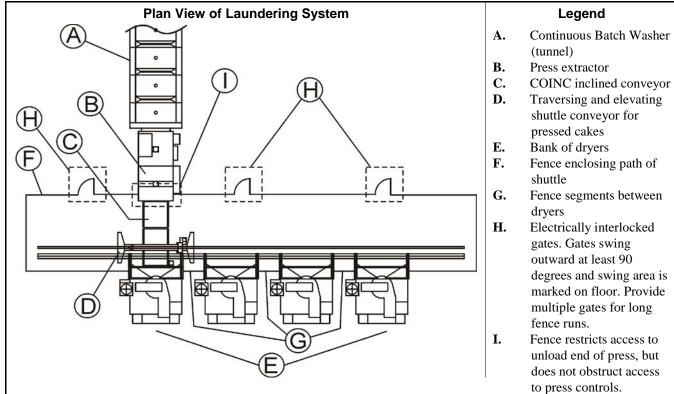
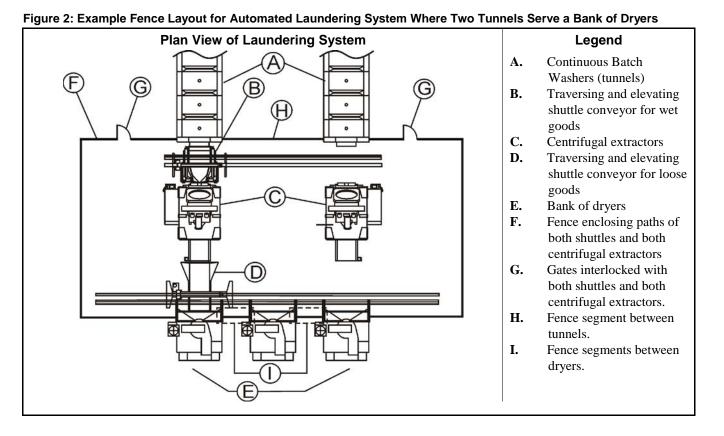


Figure 1: Example Fence Layout for Automated Laundering System Where One Tunnel Serves a Bank of Dryers



- 5.1. Fence Dimensions—The fence must discourage climbing over and prevent crawling under.
- **5.2. Fence Materials and Setback**—The fence must be constructed of materials and located so as to prevent personnel from reaching through gaps in the fence and contacting the enclosed machinery.
- **5.3. Gates**—Personnel gates must be held firmly closed but permit personnel to easily pass through when necessary. Gates must be equipped with a positive latching arrangement to prevent accidental opening. Adequate floor space must be provided to allow the gate to swing at least 90 degrees when fully open. Gates must open outward; that is, away from the fenced perimeter. The floor must be permanently marked to show the gate's swing area, to discourage obstructing its movement.
- **5.4. Control Circuitry**—All gates must be electrically interlocked with any shuttle conveyors within the fenced area and with any presses or centrifugal extractors that the fence either encloses or intersects. Opening any gate must have the following effects:
 - 1. Shuttle(s), press(es), and/or centrifugal extractor(s) stop moving immediately.
 - 2. An audible alarm sounds.
 - 3. Shuttle(s), press(es), and/or centrifugal extractor(s) cannot be restarted merely by closing the gate(s), but must be restarted at the machine control panel once the gate(s) are closed.

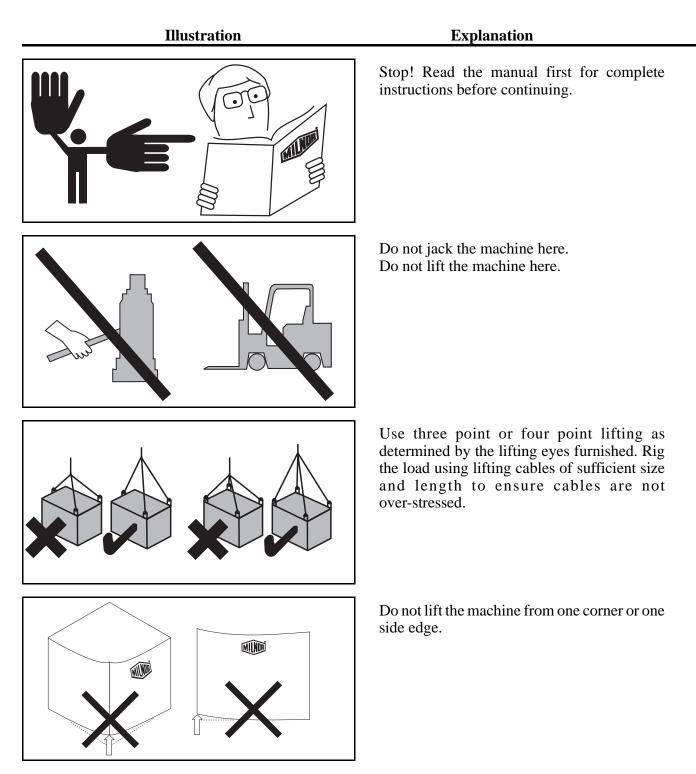
Milnor shuttles, presses and centrifugal extractors provide such functionality when properly interfaced with gate interlock switches.

- **5.5. System Emergency Stop Switches**—The laundry must establish rules and procedures that prohibit personnel from remaining within the fenced area with machine(s) enabled, except in accordance with published maintenance procedures. System emergency stop switches (panic buttons) should be provided inside and outside the fenced perimeter. Emergency stop switches should be located so that personnel anywhere inside the fenced perimeter are only a short distance from a switch, and they should be clearly marked as to their locations and function. Connect switches in series with the gate interlocks so that pressing an emergency stop switch performs the same control function as opening a gate.
- **5.6. Isolating Individual Machine Controls**—The interlock circuitry for each machine must be electrically isolated from that of the other machines. Hence, each gate interlock switch must provide as many pairs of dry contacts as there are machines to interface to. A pair of switch contacts must never be shared by two or more machines.
- **5.7. Recommended Signage**—Safety placards should be posted along the fence and at each gate, alerting personnel to the hazards within. At minimum, the size of lettering and distance between placards should be such that anyone contemplating entering the fenced area will likely see and read the placard first. Wording should be provided in each native language spoken by laundry personnel.

- End of BISUUI01 -

Glossary of Tag Illustrations— Shuttle

MSIUSUTGAE/2002364V





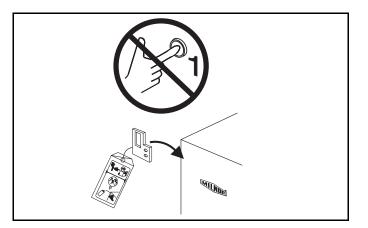
Explanation

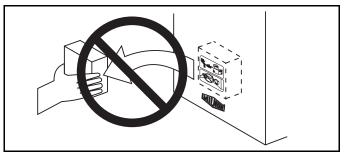
Do not strike machine or components during fork lifting.

Do not start this machine until the packing materials, lifting brackets, etc. with this tag attached or behind this panel are removed. These materials are painted red. Safety stands or brackets (also painted red) may be provided with this machine. Do not discard safety stands or brackets

Do not step or stand on this machine part.

This motor or pump should rotate in the direction of the arrow.

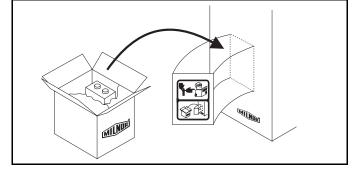




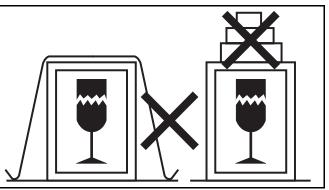
Do not start this machine until the part with this tag is installed on the machine.

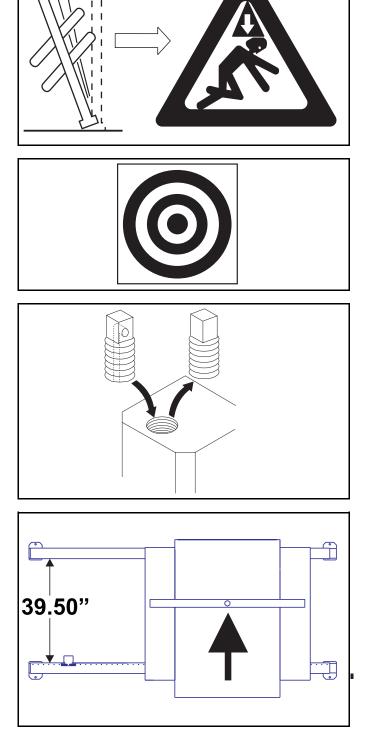
Do not remove this component from the machine.

Install the appropriate part here before operating the machine.



Do not strap or chain over box





Do not attempt to balance the shuttleon the lower shipping brackets. Always suspend and lift the shuttle from the lifting eyes at the top of the machine.

This is the target that will actuate the shuttle proximity switch with the matching function code.

Replace non-vented plug with vented plug on gear reducer before operating

Rails with holes go on load end.

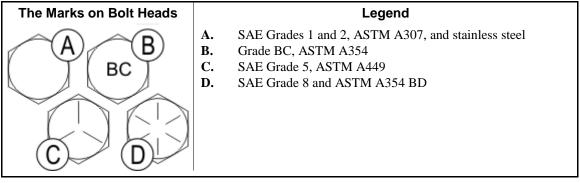
BIUUUM04 (Published) Book specs- Dates: 20180109 / 20180109 / 20180109 Lang: ENG01 Applic: UUU

Torque Requirements for Fasteners

This document uses Simplified Technical English. Learn more at http://www.asd-ste100.org.

The document about the assembly gives the torque requirements for other fasteners. **If fastener torque specifications or threadlocker requirements in an assembly document are different from this document, use the assembly document.**

Figure 1: The Bolts in Milnor® Equipment



1. Torque Values

SE

These tables give the standard dimension, grade, threadlocker, and torque requirements for fasteners frequently used on Milnor[®] equipment.

Note 1: Data from the Pellerin Milnor[®] Corporation "Bolt Torque Specification" (bolt_torque_milnor.xls/2002096).

1.1. Fasteners Made of Carbon Steel

1.1.1. Without a Threadlocker

Table 1: Torque Values for Standard Fasteners with Maximum 5/16-inch Diameters and No Lubricant

		The Grade of the Bolt									
	Grade 2		Grade 5		Grade 8		Grade BC				
Dimension	Pound-Inches	N-m	Pound-Inches	N-m	Pound-Inches	N-m	Pound-Inches	N-m			
1/4 x 20	66	7	101	11	143	16	126	14			
1/4 x 28	76	9	116	13	163	18					
5/16 x 18	136	15	209	24	295	33	258	29			
5/16 x 24	150	17	232	26	325	37					

		The Grade of the Bolt									
	Grae	de 2	Grade 5		Grade 8		Grad	e BC			
Dimension	Pound-feet	N-m	Pound-feet	N-m	Pound-feet	N-m	Pound-feet	N-m			
3/8 x 16	20	27	31	42	44	59	38	52			
3/8 x 24	23	31	35	47	50	68					
7/16 x 14	32	43	49	66	70	95	61	83			
7/16 x 20	36	49	55	75	78	105					
1/2 x 13	49	66	75	102	107	145	93	126			
1/2 x 20	55	75	85	115	120	163					
9/16 x 12	70	95	109	148	154	209	134	182			
9/16 x 18	78	106	121	164	171	232					
5/8 x 11	97	131	150	203	212	287	186	252			
5/8 x 18	110	149	170	231	240	325					
3/4 x 10	172	233	266	361	376	510	329	446			
3/14 x 16	192	261	297	403	420	569					
7/8 x 9	167	226	429	582	606	821	531	719			
7/8 x 14	184	249	473	641	668	906					
1 x 8	250	339	644	873	909	1232	796	1079			
1 x 12	274	371	704	954	994	1348					
1 x 14	281	381	723	980	1020	1383					
1 1/8 x 7	354	480	794	1077	1287	1745	1126	1527			
1 1/8 x 12	397	538	891	1208	1444	1958					
1 1/4 x 7	500	678	1120	1519	1817	2464	1590	2155			
1 1/4 x 12	553	750	1241	1682	2012	2728					
1 3/8 x 6	655	888	1469	1992	2382	3230	2085	2827			
1 3/8 x 12	746	1011	1672	2267	2712	3677					
1 1/2 x 6	869	1178	1949	2642	3161	4286	2767	3751			
1 1/2 x 12	979	1327	2194	2974	3557	4822					

 Table 2: Torque Values for Standard Fasteners Larger Than 5/16-inch Diameters and No Lubricant

		The Grade of the Bolt									
	Grade 2		Grade 5		Grade 8		Grade BC				
Dimension	Pound-Inches	N-m	Pound-Inches	N-m	Pound-Inches	N-m	Pound-Inches	N-m			
1/4 x 20	49	6	76	9	107	12	95	11			
1/4 x 28	56	6	88	10	122	14					
5/16 x 18	102	12	156	18	222	25	193	22			
5/16 x 24	113	13	174	20	245	28					

	The Grade of the Bolt								
	Grade 2		Grae	de 5	Grade 8		Grade	e BC	
Dimension	Pound-feet	N-m	Pound-feet	N-m	Pound-feet	N-m	Pound-feet	N-m	
3/8 x 16	15	20	23	31	33	44	29	38	
3/8 x 24	17	23	26	35	37	49			
7/16 x 14	24	32	37	50	52	71	46	61	
7/16 x 20	27	36	41	55	58	78			
1/2 x 13	37	49	56	76	80	106	70	93	
1/2 x 20	41	55	64	85	90	120			
9/16 x 12	53	70	81	110	115	153	101	134	
9/16 x 18	59	79	91	122	128	174			
5/8 x 11	73	97	113	150	159	212	139	186	
5/8 x 18	83	110	127	172	180	240			
3/4 x 10	129	173	200	266	282	376	246	329	
3/14 x 16	144	192	223	297	315	420			
7/8 x 9	125	166	322	430	455	606	398	531	
7/8 x 14	138	184	355	474	501	668			
1 x 8	188	250	483	644	682	909	597	796	
1 x 12	205	274	528	716	746	995			
1 x 14	210	280	542	735	765	1037			
1 1/8 x 7	266	354	595	807	966	1288	845	1126	
1 1/8 x 12	298	404	668	890	1083	1444			
1 1/4 x 7	375	500	840	1120	1363	1817	1192	1590	
1 1/4 x 12	415	553	930	1261	1509	2013			
1 3/8 x 6	491	655	1102	1470	1787	2382	1564	2085	
1 3/8 x 12	559	758	1254	1672	2034	2712			
1 1/2 x 6	652	870	1462	1982	2371	3161	2075	2767	
1 1/2 x 12	733	994	1645	2194	2668	3557			

Table 4: Torque Values for Plated Fasteners Larger Than 5/16-inch Diameters and No Lubricant

1.1.2. With a Threadlocker

Table 5: Threadlocker by the Diameter of the Bolt (see Note 2)

		Dimension								
LocTite Product	1/4-inch	1/4- to 5/8-inch	5/8- to 7/8-inch	1-inch +						
LocTite 222	OK									
LocTite 242		ОК								
LocTite 262			ОК							
LocTite 272			High temperature							
LocTite 277				OK						

Note 2: The acceptable bolt size ranges for various LocTite[®] threadlocking products is the LocTite manufacturer's **general** recommendation. Specific applications sometime require that a LocTite product is applied to a bolt size outside the ranges shown here. For example, Milnor specifies LocTite 242 for use on certain 1" bolt applications and has confirmed this usage with the LocTite manufacturer. You may see variances such as this in the documentation for specific machine assemblies.

		The Grade of the Bolt									
	Grade 2		Grade 5		Grade 8		Grade BC				
Dimension	Pound-inc hes	N-m	Pound-inc hes	N-m	Pound-inc hes	N-m	Pound-inc hes	N-m			
1/4 x 20	60	7	96	11	132	15	108	12			
1/4 x 28	72	8	108	12	144	16					

Table 6: Torque Values if You Apply LocTite 222

Table 7: Torque Values if You Apply LocTite 242

		The Grade of the Bolt									
	Grad	de 2	Gra	de 5	Grad	de 8	Grad	e BC			
Dimension	Pound-feet	N-m	Pound-feet	N-m	Pound-feet	N-m	Pound-feet	N-m			
5/16 x 18	11	15	17	23	25	34	22	30			
5/16 x 24	13	18	19	26	27	37	27	37			
3/8 x 16	20	27	31	42	44	60	38	52			
3/8 x 24	23	31	35	47	50	68					
7/16 x 14	32	43	49	66	70	95	61	83			
7/16 x 20	36	49	55	75	78	106					
1/2 x 13	49	66	75	102	107	145	93	126			
1/2 x 20	55	75	85	115	120	163					
9/16 x 12	70	95	109	148	154	209	134	182			
9/16 x 18	78	106	121	164	171	232					
5/8 x 11	97	132	150	203	212	287	186	252			
5/8 x 18	110	149	170	230	240	325					

Table 8: Torque Values if You Apply LocTite 262

	The Grade of the Bolt							
	Grade 2		Grade 5		Grade 8		Grade BC	
Dimension	Pound-feet	N-m	Pound-feet	N-m	Pound-feet	N-m	Pound-feet	N-m
3/4 x 10	155	210	240	325	338	458	296	401
3/4 x 16	173	235	267	362	378	512		
7/8 x 9	150	203	386	523	546	740	477	647
7/8 x 14	165	224	426	578	601	815		

	The Grade of the Bolt							
	Grad	le 2	Grade 5		Grade 8		Grade BC	
Dimension	Pound-feet	N-m	Pound-feet	N-m	Pound-feet	N-m	Pound-feet	N-m
1 x 8	350	475	901	1222	1272	1725	1114	1510
1 x 12	383	519	986	1337	1392	1887		
1 x 14	393	533	1012	1372	1428	1936		
1-1/8 x 7	496	672	1111	1506	1802	2443	1577	2138
1-1/8 x 12	556	754	1247	1691	2022	2741		
1-1/4 x 7	700	949	1568	2126	2544	3449	2226	3018
1-1/4 x 12	774	1049	1737	2355	2816	3818		
1-3/8 x 6	917	1243	2056	2788	3335	4522	2919	3958
1-3/8 x 12	1044	1415	2341	3174	3797	5148		
1-1/2 x 6	1217	1650	2729	3700	4426	6001	3873	5251
1-1/2 x 12	1369	1856	3071	4164	4980	6752		

Table 9: Torque Values if You Apply LocTite 272 (High-Temperature)

Table 10: Torque V	Values if You Apply LocTite 277
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	The Grade of the Bolt							
	Grad	de 2	Gra	Grade 5		Grade 8		e BC
Dimension	Pound-feet	N-m	Pound-feet	N-m	Pound-feet	N-m	Pound-feet	N-m
1 x 8	325	441	837	1135	1181	1601	1034	1402
1 x 12	356	483	916	1242	1293	1753		
1 x 14	365	495	939	1273	1326	1798		
1-1/8 x 7	461	625	1032	1399	1674	2270	1464	1985
1-1/8 x 12	516	700	1158	1570	1877	2545		
1-1/4 x 7	650	881	1456	1974	2362	3202	2067	2802
1-1/4 x 12	719	975	1613	2187	2615	3545		
1-3/8 x 6	851	1154	1909	2588	3097	4199	2710	3674
1-3/8 x 12	970	1315	2174	2948	3526	4781		
1-1/2 x 6	1130	1532	2534	3436	4110	5572	3597	4877
1-1/2 x 12	1271	1723	2852	3867	4624	6269		

1.2. Stainless Steel Fasteners

Table 11: Torque Values for Stainless Steel Fasteners 5/16-inch and Smaller

	316 Stainless		18-8 St	ainless	18-8 Stainless with Loctite 767	
Dimension	Pound-Inc hes	N-m	Pound-Inc hes	N-m	Pound-Inc hes	N-m
1/4 x 20	79	9	76	9	45	5
1/4 x 28	100	11	94	11	56	6
5/16 x 18	138	16	132	15	79	9
5/16 x 24	148	17	142	16	85	10

	316 Stainless		18-8 St	ainless	18-8 Stainless with Loctite 767		
Dimension	Pound-feet N-m		Pound-feet	N-m	Pound-feet	N-m	
3/8 x 16	21	28	20	27	12	16	
3/8 x 24	23	31	22	29	13	18	
7/16 x 14	33	44	31	42	19	25	
7/16 x 20	35	47	33	45	20	27	
1/2 x 13	45	61	43	58	26	35	
1/2 x 20	47	64	45	61	27	37	
9/16 x 12	59	81	57	77	34	46	
9/16 x 18	66	89	63	85	38	51	
5/8 x 11	97	131	93	125	56	75	
5/8 x 18	108	150	104	141	62	84	
3/4 x 10	132	179	128	173	77	104	
3/4 x 16	130	176	124	168	75	101	
7/8 x 9	203	275	194	263	116	158	
7/8 x 14	202	273	193	262	116	157	
1 x 8	300	406	287	389	172	233	
1 x 14	271	367	259	351	156	211	
1-1/8 x 7	432	586	413	560	248	336	
1-1/8 x 12	408	553	390	529	234	317	
1-1/4 x 7	546	740	523	709	314	425	
1-1/4 x 12	504	683	480	651	288	390	
1-1/2 x 6	930	1261	888	1204	533	722	
1-1/2 x 12	732	992	703	953	422	572	

Table 12: Torque Values for Stainless Steel Fasteners Larger Than 5/16-inch

2. Preparation

WARNING 2: **Fire Hazard**—Some solvents and primers are flammable.

- Use threadlocker and primers with sufficient airflow.
- Do not use flammable material near ignition sources.
- 1. Clean all threads with a wire brush or a different tool.
- 2. Remove the grease from the fasteners and the mating threads with solvent. Make the parts dry.

Note 3: LocTite 7649 Primer[™] or standard solvents will remove grease from parts.

3. Apply a spray of LocTite 7649 Primer[™] or equal on the fasteners and the mating threads. Let the primer dry for one minute minimum.

3. How to Apply a Threadlocker



CAUTION 3: **Malfunction Hazard**—Heat, vibration, or mechanical shocks can let the fasteners loosen if you do not apply the threadlocker correctly. Loose fasteners can cause malfunctions of the equipment.

• Read the threadlocker manufacturer's instructions and warnings. Obey these instructions.

Apply the threadlocker only to the areas where the fastener threads and the mating threads engage.

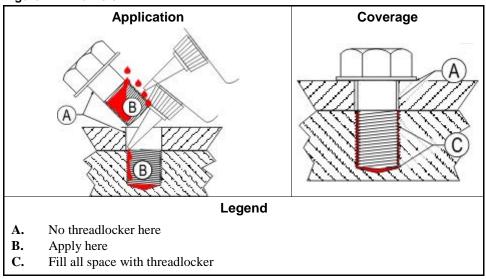


Figure 2: Blind Hole

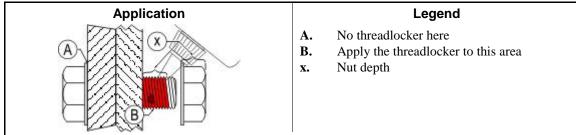
3.1. Blind Holes

- 1. Apply the threadlocker down the threads to the bottom of the hole.
- 2. Apply the threadlocker to the bolt.
- 3. Tighten the bolt to the value shown in the correct table (Table 5 to Table 11).

3.2. Through Holes

- 1. Put the bolt through the assembly.
- 2. Apply the threadlocker only to the bolt thread area that will engage the nut.
- 3. Tighten the bolt to the value shown in the correct table (Table 5 to Table 11).

Figure 3: Through Hole



3.3. Disassembly—For high-strength threadlocker, apply heat for five minutes. Disassemble with hand tools while the parts are hot.

For low-strength and moderate-strength threadlocker, disassemble with hand tools.

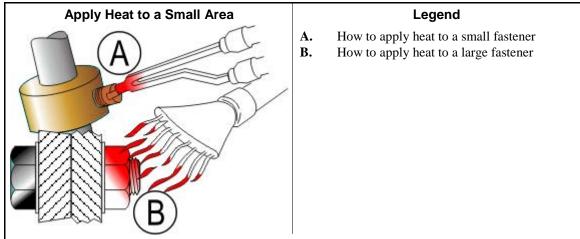


Figure 4: Disassembly

- End of BIUUUM04 -

MAKING SERVICE CONNECTIONS AND ADJUSTMENTS

The service connections required for shuttles are as follows: 1) electric power, 2) control signals, and 3) serial link. The power, control signals, and serial link are routed to the shuttle via festoon cables supplied separately by the MILNOR[®] factory. The fixed end of the festoon cable terminates in a junction box supplied by the MILNOR[®] factory. This junction box may be mounted to the support rail. Power and control connections must be made at both festoon ends. See dimensional drawings for information on locating and hanging the festoon cable.

NOTE: Shuttles intended for manual operation do not have serial link connections.

Electric Power Connections

The customer must furnish a remotely mounted disconnect switch with lag-type fuses and wiring between this box and the motor contactor box on the machine (or in the belt box). The sizes of these fuses and wires, along with the motor fuses supplied with your machinery, depend on the machine voltage. For your machine specifications, see the following documents:

Specification	Document	Document Location	
Machine voltage; external fuse and wire sizes	Machine nameplate	Affixed to machine frame	
	"FUSE AND WIRE SIZES" chart.	Shuttle schematics manual	
Motor fuses	Motor fuse name plate	Affixed to door of motor contactor box.	
Phasing motors	"ELECTRIC POWER CONNECTIONS" tag	Inside motor contactor box	

Electric Connections

Precautions for Power Connections

- 1. Connections must be made by a competent electrician.
- 2. Prior to making power connections, read the instructions on all related tags.
- 3. "Stinger leg," if any, must be connected to terminal L3, not L1 or L2.
- **4.** Only use Bussman Fusetron FRN (up to 250V), FRS (250V to 600V), or similar lag fuses. The nameplate fuse sizes must not be applied to standard fuses.
- 5. Verify all motor rotation (see programming, operating, and troubleshooting manual instructions to actuate outputs). Verify that the belts are running in the proper direction. If the belts run in the wrong direction, interchange the wires connected to L1 and L2. Never move L3 if L3 is the stinger leg.

Electric Control Connections

Unlike stand-alone machines, all CBW[®] system components require power and control cabling between the machine and their external, remotely located controllers. Three sources of information describe various aspects of these connections and must be consulted:

- **1.** CBW[®] SYSTEM INTERCONNECTIONS (MILTRAC schematic set)—This document is the primary source of information on required field connections. It describes each typical component-to-component interface and the field connections required.
 - 2. CABLING DIAGRAM—A unique cabling diagram is provided with each CBW[®] system and shows schematically the overall wiring scheme between the components of that installation.
 - **3.** SCHEMATICS MANUALS—These manuals are the sets of electrical schematics for each system component and its associated controller (e.g., dryer, press, shuttle, CBW[®], etc.). The primary purpose of these schematics is to show circuit logic. Although these schematics are of limited value in making field connections, the Signal Routing Tables provided with each set of schematics can assist in tracing individual conductors through each connection point, including some of those between components.

ASSEMBLING THE SHUTTLE RAIL HARDWARE

A DANGER A



CRUSHING HAZARD. Shuttles, shuttle rails, and rail supports can collapse, crushing personnel and/or damaging equipment and facilities if anchoring methods are unsound or structural supports are inadequate.

- Adequately anchor free stands to the floor or floor and wall before imposing any weight on them. Fasteners must be adequate to support the upper rail and loaded shuttle. See instructions for proper anchoring techniques on rail support dimensional drawing(s) in the schematics manual.
- Consult a competent, independent structural engineer to ensure the following before installing ceiling-mounted shuttle rails:

Ensure adequate structural support for the rail and loaded shuttle before mounting shuttle rails to building structure.

Ensure rail-hanging method is rigid enough to accept a significant amount of twisting thrust on the rail.

The connections shown in this section may be located with respect to the overall shuttle rail system by referring to dimensional drawings BDCORAL1BE and BDCORAL1BB. These drawings should be used in conjunction with this instruction, when assembling the shuttle rails.

It is recommended to install the shuttle rail system in the following sequence:

- **1.** Install, level, and align the entire upper (support) rail.
- 2. Hang the shuttle, which may assist in aligning the lower guide rail.
- 3. Install one section of lower guide rail, using the shuttle to test for proper rail alignment.
- 4. Install the remaining sections of the guide rail, aligning them with the first section of guide rail.
- 5. Install festoon-end electric box to upper support rail.

Upper Support Rail to Support Bracket Connection

The upper rail of the shuttle is supported by hanging brackets which connect to support brackets on the dryers and to free-standing supports. To install the upper rail, first connect all hanging bracket assemblies to the support brackets as shown in FIGURE 1. Lift the upper rail into position by sections, and secure it to the hanging brackets with the hardware shown in FIGURE 1. Level the upper rail completely, using the threaded rods for adjustment.

A CAUTION A

PROPERTY DAMAGE HAZARD. Improper mounting of the support rail will prevent the shuttle from traversing or cause uneven wear on shuttle wheels.

- **Carefully follow instructions in this section for mounting and assembling support rails.**
- Maintain accurate horizontal and vertical alignment of the upper (support) rail along its entire length, as shown on dimensional drawings.
- **Ensure that the shuttle properly aligns with each Home and Discharge station.**

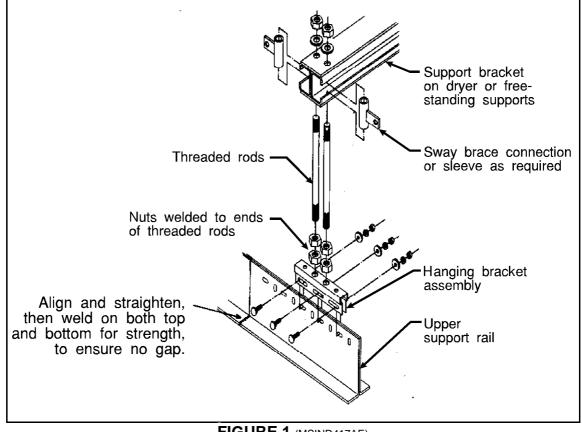


FIGURE 1 (MSIND417AE) Support Rail to Support Bracket Connection

Support Rail to Rail Connection

The two halves of each support rail section were bolted together at the MILNOR[®] factory such that the halves are staggered by 17 1/2 inches. This provides for a 17 1/2-inch overlap at each joining of the rail sections (see FIGURE 2). Each such connection must ensure that the ends of the rail halves of both sections butt together with no gap and that both the left and right flanges align horizontally. Notice that because each horizontal bolt slot on one rail-half mates with a vertical bolt slot on the opposing rail-half, precise flange alignment is possible.

Weld each butt joint for strength to ensure no gap. Then grind the weld down to the surface of the metal.

NOTE: One section of support rail will be supplied with a 17 1/2-inch filler piece at each end. This is the starter rail. Where the starter rail connects to the next rail section, the filler piece must be removed and may be attached to the last rail section to properly terminate the rail.

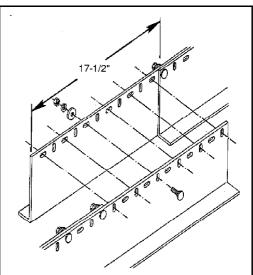


FIGURE 2 (MSIND417AE) Support Rail to Support Rail Connection

Guide Rail to Support Bracket Connection

The shuttle guide rail is attached to an intermediate mounting bracket, which in turn may be mounted to the dryer, the floor-mounted guide rail support, or the free-standing support. The guide rail must be supported by one of these members at distances not exceeding 7'-0" on center (see dimensional drawings BDCORAL1BE and BDCORAL1BB).

To install the lower guide rail, first mount the intermediate mounting brackets to dryers, floormounted guide rail supports, or free-standing supports, as appropriate. The lower rail has continuous holes on the side that must face the dryers. These holes are for the rail-to-bracket connections. The intermediate guide rail support and its associated connecting hardware are shown in FIGURE 3.

The top of the lower rail must be clear of obstructions to avoid the shuttle's lower belt from catching. The lower rail has continuous holes on the side that should face the dryers, for rail-to-bracket connections, as well as, four holes at the end of each rail for rail-to-rail connections. The hardware for railto-rail connections is shown on the next page.

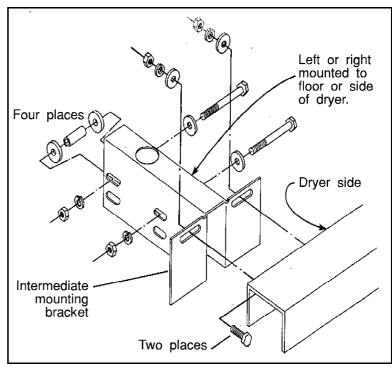


FIGURE 3 (MSIND417AE) Guide Rail to Support Bracket Connection

Guide Rail to Guide Rail Connection

There are four holes at the end of each rail for rail-to-rail connection. The connection is made by a connecting bracket and eight bolts per side as shown in FIGURE 4.

A CAUTION A

PROPERTY DAMAGE HAZARD. Improper mounting of the guide rail will prevent the shuttle from traversing, cause uneven wear on shuttle rollers, or derail the shuttle.

- **Carefully follow instructions in this section for mounting and assembling support rails.**
- Maintain accurate horizontal and vertical alignment of the guide rail along its entire length, as shown on the dimensional drawings.
- **Ensure that the COSHA properly aligns with each Home and Discharge station.**
- Ensure the top of the guide rail is clear of obstructions to prevent the lower belt from catching.

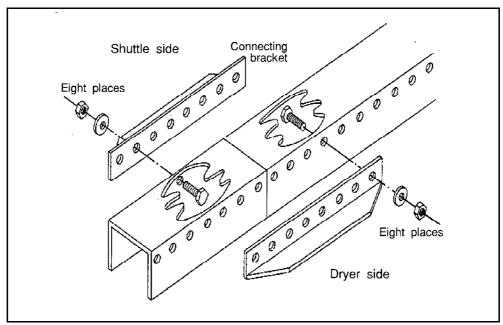


FIGURE 4 (MSIND417AE) Guide Rail to Guide Rail Connection

Support Rail to Festoon-End Electric Box Connection

The festoon-end electric box is connected to the festoon end of the upper support rail with the hardware shown in FIGURE 5. The festoon cable terminates in the box. The box-mounting bracket serves as the end-rail mechanical stop for festoon cars.

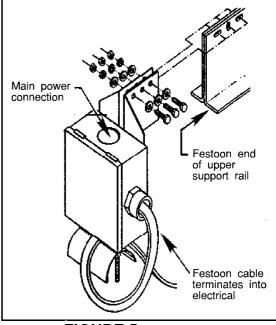
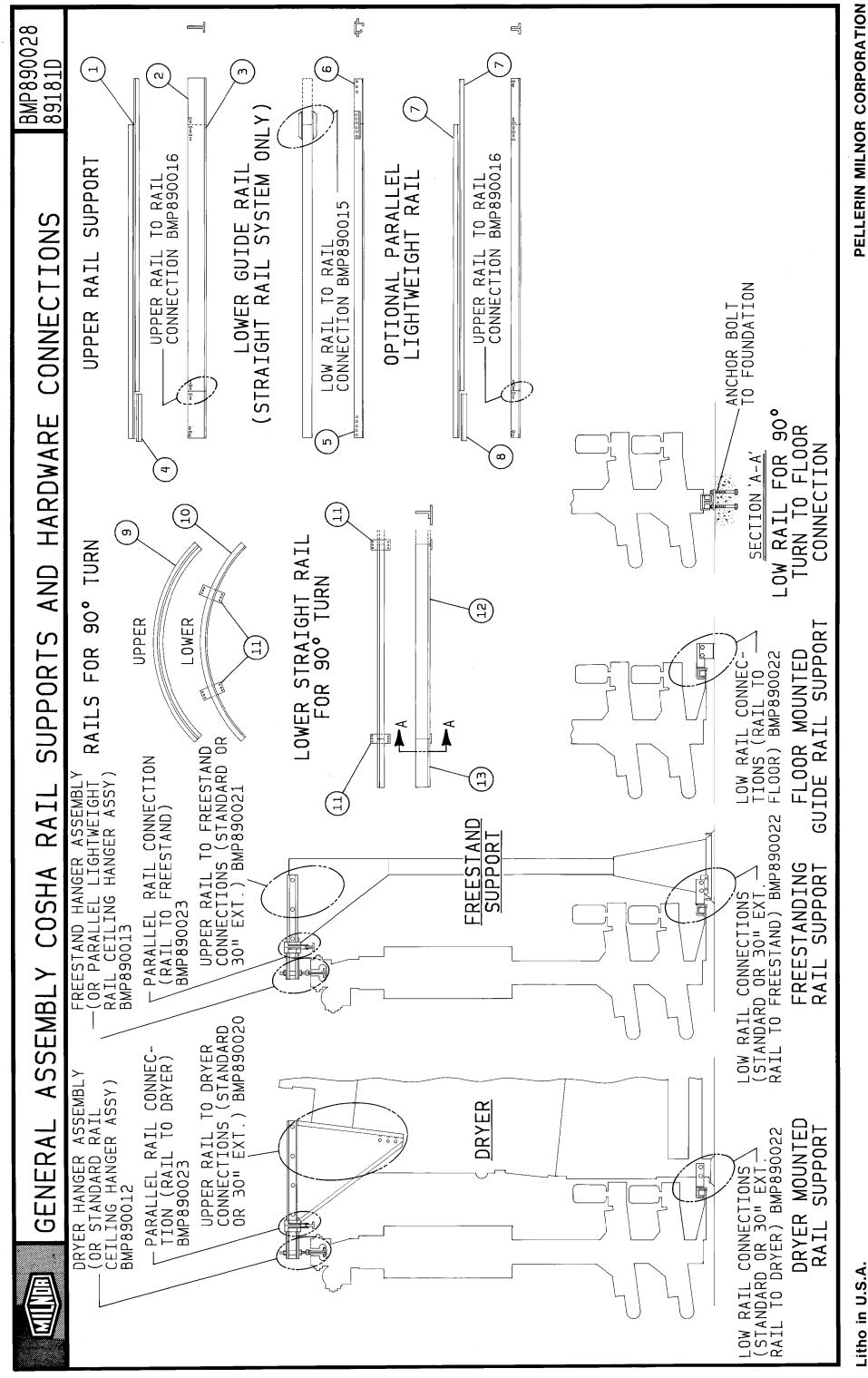


FIGURE 5 (MSIND417AE) Support Rail to Festoon-End



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General Assembly COSHA Rail Support

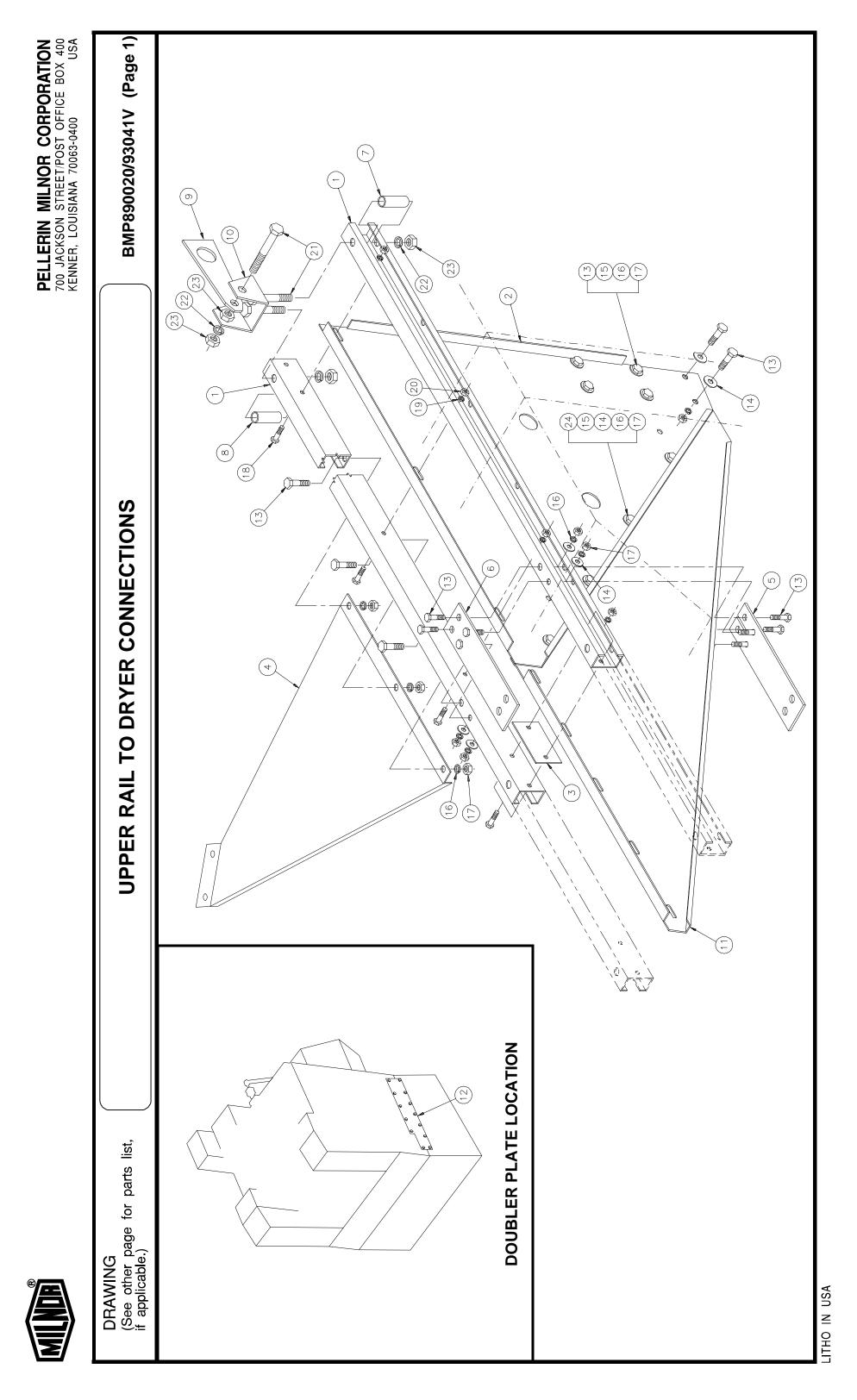
BMP890028R/89181A (Sheet 1 of 1)

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Parts List—General Assembly COSHA Rail Support Find the correct assembly first, then find the needed components. The item letters (A, B, C, etc.) assigned to assemblies are referred to in the "Used In" column to identify which components belong to an assembly. The item numbers (1, 2, 3, etc.) assigned to components relate the parts list to the illustration.

Used In	ltem	Part Number	Description	Comments
			ASSEMBLIES	
			none	
			COMPONENTS	
all	1	Y4 20751B	86032# COSHA UP-RAIL STR L=117.5"	
all	2	Y4 20751A	86032D COSHA UP-RAIL STR L=135.0"	
all	3	04 20751	89126D RAIL HALF SHUTTLE CONVEYOR	
all	4	04 20751A	89126D RAIL END 17.5" LONG	
all	5	04 21000H	89022D COSHA LOW TRACK CHANN=HEAVY	
all	6	04 210001	89022# COSHA LOW TRACK CHANN=17.5"H	
all	7	04 20751H	89197# RAIL HALF=COSHA PARA LITEWT	
all	8	04 20751G	89197D RAIEND L=17.5 COSH PAR LITWT	
all	9	X4 21340	89472C UPPER RAIL MACHINE-90DEGX59R	
all	10	W4 21335	89132C*90DEG COSHA-LOWER CURVE WELD	
all	11	04 21332	89123B 90DEG COSHA-RAIL MTG PLATE	
all	12	04 21322	89126B 90DEG COSHA-LOWER RAIL	
all	13	04 21338	88127B 90DEG COSHA-LOW TRACK EXTEND	



BMP890020/93041V (Page 2) HOW PART IS USED IN ASSEMBLY (Only if pertinent) ponents apply to your machine, by listing either the machine model, or the reference item number from the top of the parts list (e.g., 00A, 00B, 00C, etc.), or a particular characteristic (e.g., bronze or stainless steel), or special ordering information, such as a repair kit number. **Reference Item Numbers**—Items 00A, 00B, 00C, etc., or 00X, 00Y, 00Z, etc., appearing at the top of some parts lists, are for reference and provide: Component Item Numbers—For any item on the drawing (e.g., item ^(D)), there may be several corresponding items on the parts list (e.g., 001A, 001B, 001C, etc.) which are similar components on different assemblies. "How Part Is Used In Assembly" identifies which com-If more than one reference item appears, this usually means this drawing applies to more than one assembly (and thus to more than one range of machines). The range of machine models this drawing applies to. the drawing or a major sub-assembly thereof, and/or 1. The part number for the entire assembly depicted in How to Read Parts List RIGHT 001-00J LEFT 001-00J RIGHT 00H-00J LEFT 00H-00J HEXCAPSCR 3/8-16UNC2AX1"GR5 ZNC/CAD сi HXCAPSCR 1/2-13UNC24X1.25 GR5 PLATE 89351C DOUBLER PLT-30" EXT DRYER-RT 89351C DOUBLER PLT-30" EXT DRYER-LF 91302B FLATWASH(US STD)1/2"CLIP+ZNC 01Z FL+WASHER(USS STD)1/2 ZNC PL+D HXCAPSCR 3/4-104NC2A X 4+1/2 GR5 ZC HXNUT 3/4-10UNC2B SAE ZINC GR2 HXCAPSCR 1/2-13UNC2X1 GR5 ZINC ******* END OF PARTS LIST ******* HXNUT 1/2-13UNC2B SAE ZINC GR2 90103D 5880 RT RAIL SPPT=30" EXT 90103# 5880 LF RAIL SPPT=30" EXT LOCKWASHER MEDIUM 3/8 ZINCPL LOKWASHER MEDIÙM 1/2 ZINCPL DESCRIPTION LOCKWASH MEDIUM 3/4 ZINCPL HXNUT 3/8-16UNC2B ZINC GR2 UPPER RAIL TO DRYER CONNECTIONS PART NUMBER 04 21694 04 21694A 04 21453A 04 21453 15U280C 15K235D 15U340 15U280 15U300 15G205 15U255 15G230 15K095 15G240 15K147 15K151 ITEM 011C 011D 012A 012B 013 014 015 016 017 018 019 020 021 022 023 023 HOW PART IS USED IN ASSEMBLY (Only if pertinent) RIGHT 00A-00B,00G-00J LEFT 00A-00B,00G-00J 58080 STANDARD 154" 58080 EXTENDED 130" 58080 EXTENDED 137" 58080 STANDARD 130" 58080 STANDARD 161" 58080 STANDARD 137' RIGHT 00B,00H-00J LEFT 00B,00H-00J 58058 STANDARD 58040 EXTENDED 58058 EXTENDED 58040 STANDARD RIGHT 00G-00H RIGHT 00C-00D RIGHT 00A,00G RIGHT 00C-00D LEFT 00G-00H LEFT 00A,00G LEFT 00C-00D LEFT 00C-00D **RIGHT 00E RIGHT 00E RIGHT 00F RIGHT 00F** LEFT 00E LEFT 00E LEFT 00F LEFT 00F 00A-00F 00G-00J 00A-00F 00A-00F 00G-00J SLOW LOW 840 840 Я ٩ Ř F 00000 00 0 00

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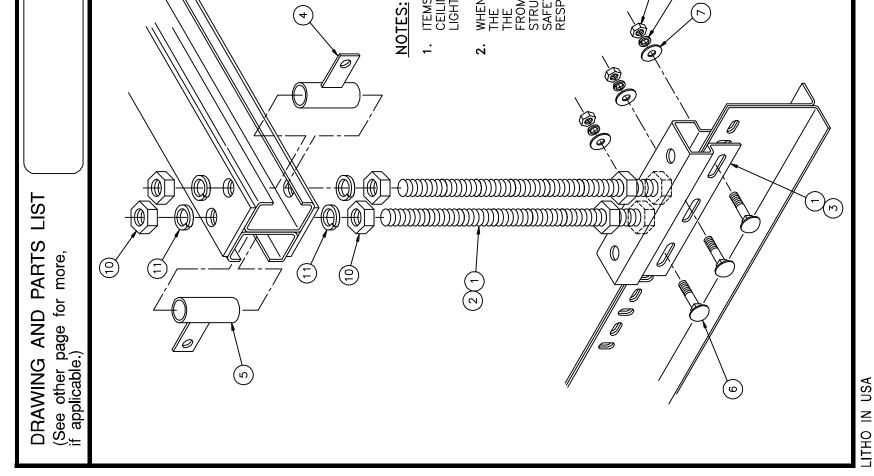
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PAR (See	TS LIST other page	for drawing.)
	-	
ITEM	PART NUMBER	DESCRIPTION
00A 00B	ZXSRRSDDFA ZXSRRSDDKA	5840 DRYER-MTD RAILSUPPORT 5813000 5858 DRYER-MTD RAILSUPPORT 5813000
000	ZXSRRSDDMA	DRYER-MTD RAILSUPPORT
00D	ZXSRRSDE1A	DRYER-MTD RAILSUPPORT
00F	ZXSRRSDE4A ZXSRRSDE4A	5880 DRYER-MID RAILSUPPORT 8015400 5880 DRYER-MTD RAILSUPPORT 8016100
000	ZXSRRSDEFA	DRYER-MTD RAILSUPPORT
HOO	ZXSRRSDEKA	DRYER-MTD RAILSUPPORT
100	ZXSRRSDEMA ZXSRRSDE2A	5880 DRYER-MTD RAILSUPPORT 801303(5880 DRYER-MTD RAILSUPPORT 801373(
001A	04 20/81	85472C CHANNEL KAIL SUPPORT
007A	04 21455 04 20994	8/441U CHAN-UPPEK KAIL SUP-30° EX I 91516D BRKT RT DRYER MT RAIL SUPPO
002B	20995	91516# BRKT LF DRYER MT RAIL SUPPOI
002C	21688	90352D 5880 RIGHT RAIL SPPT=130-137
002D	04 21688A	
002E	04 21689	
	04 21689A	91281# 3880 LEFT KAILSUPPORT=154.5 01381E 5880 DICHT DAIL SUIDDODT-150
002H	04 ∠1690 ∩4 21690∆	
		#107
003		
004A		BRACE=CHANN
004B	04 21151B	
0040	04 20997 04 20998	88326Y BRACE=CHANN KI UKYEK MI-BI 88326Y BRACE-CHANN I E DRYER MT-BI
004E		-
004F	04 21691A	5880 LF CHANN
004G	04 21692	5880 RT
004I	04 21692A 04 21693	91303D 5880 LF CHANN BRACE=134.5 91303D 5880 RT CHANN BRACE=161.5
	01 21693A	01303D 58801 E CHANN RPACE-161 5
005	04 21014A	
006	04 21014B	
007	04 20989	
008A	04 20989	86017B SLEEVE=TIE ROD BRKT HOLDER
008B	W4 20989	86027B*TIE ROD BRKT HOLDER
009	07 50483 07 50482	85494B PLATE=LIFTING ENTRY 874038 RDKT-LIETING ENTRY END
010 011A	0/ 30462 04 21454A	0/4235
011B		87441C BKT-RAIL SUPPORT EXT-LF

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BMP890012/93041V(Page 1) PELLERIN MILNOR CORPORATION 700 JACKSON STREET/POST OFFICE BOX 400 KENNER, LOUISIANA 70063-0400 USA ponents apply to your machine, by listing either the machine model, or the reference item number from the top of the parts list (e.g., 00A, 00B, 00C, etc.), or a particular characteristic (e.g., bronze or stainless steel), or special ordering information, such as a repair kit number. HOW PART IS USED IN ASSEMBLY (Only if pertinent) **Reference Item Numbers**—Items 00A, 00B, 00C, etc., or 00X, 00Y, 00Z, etc., appearing at the top of some parts lists, are for reference and provide: Component Item Numbers—For any item on the drawing (e.g., item ^(D)), there may be several corresponding items on the parts list (e.g., 001A, 001B, 001C, means this drawing applies to more than one assembly (and thus to more than one range of machines). etc.) which are similar components on different assemblies. "How Part Is Used In Assembly" identifies which com-If more than one reference item appears, this usually The range of machine models this drawing applies to. the drawing or a major sub-assembly thereof, and/or 1. The part number for the entire assembly depicted in **COMPRISED OF ITEMS 2+3** How to Read Parts List STANDARD EXTENDED 85437N HANGER+TAPBOLT=COSHA RAIL 85437B*TAP BOLT3/4-10X13.5LG MFAC 90403D BRKT=RAIL HANGER=3/4TAP BOLT 86017B SLEEVE=TIE ROD BRKT HOLDER d 86017B SLEEVE=TIE ROD BRKT HOLDER 86027B*TIE ROD BRKT HOLDER FLATWASHER(USS STD) 3/8" ZNC PLT HXNUT 3/4-10UNC2B SAE ZINC GR2 LOCKWASHER MEDIUM 3/8 ZINCPL CARBOLT 3/8-16UNC2X1 ZINC GR2 ******* END OF PARTS LIST ****** DESCRIPTION LOCKWASH MEDIUM 3/4 ZINCPL HXNUT 3/8-16UNC2B ZINC GR2 UPPER RAIL TO DRYER HANGER ASSEMBLY PART NUMBER 04 20752A 04 20989 Y4 20752 W4 20752 W4 20989 04 20989 15U240 15G205 15U340 15G240 15U255 15A011 TEM 001 002 003 005A 005B 005B 006 007 008 010 011 WHEN THE RAIL IS CEILING SUPPORTED, THE CUSTOMER IS CAUTIONED TO VERIFY THE SUITABILITY OF THIS ARRANGEMENT FROM THE STANDPOINT OF OVERALL STRUCTURAL INTEGRITY, DYNAMIC LOADING, SAFETY, VIBRATION, ETC. PMC ACCEPTS NO RESPONSIBILITY FOR SUCH VERIFICATION. ITEMS 2, 10 AND 11 ALSO COMPRISE CEILING HANGER FOR PARALLEL LIGHTWEIGHT RAIL. (റെ (00) F $(\mathbf{4})$

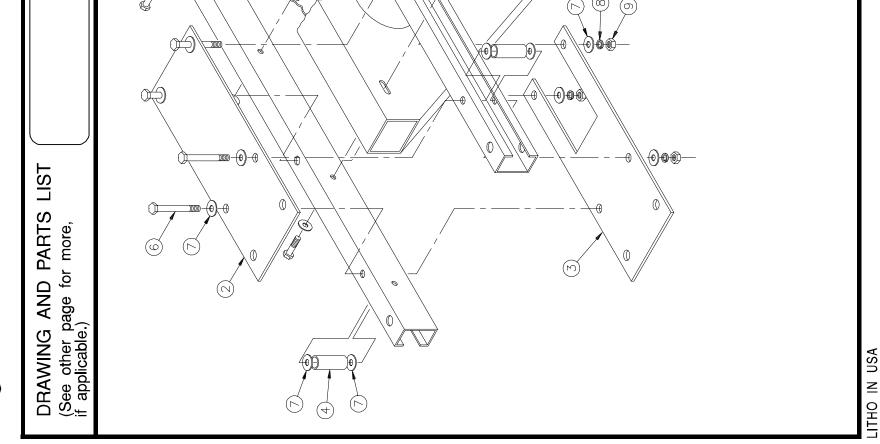




BMP890021/93041V(Page 1) HOW PART IS USED IN ASSEMBLY (Only if pertinent) ponents apply to your machine, by listing either the machine model, or the reference item number from the top of the parts list (e.g., 00A, 00B, 00C, etc.), or a particular characteristic (e.g., bronze or stainless steel), or special ordering information, such as a repair kit number. **Reference Item Numbers**—Items 00A, 00B, 00C, etc., or 00X, 00Y, 00Z, etc., appearing at the top of some parts lists, are for reference and provide: means this drawing applies to more than one assembly (and the drawing (e.g., item \oplus), there may be several corresponding items on the parts list (e.g., 001A, 001B, 001C, Component Item Numbers—For any item on etc.) which are similar components on different assemblies. "How Part Is Used In Assembly" identifies which com-If more than one reference item appears, this usually The range of machine models this drawing applies to. the drawing or a major sub-assembly thereof, and/or The part number for the entire assembly depicted in How to Read Parts List thus to more than one range of machines). 91356C COSHA FREESTAND=ARM EXT 89342B FRESTANDBASE=ARM XT SUPT TOP 89342B FRESTANDBASE=ARM XT SUPT BOT SPACER ROLL.5ID 2.5L .062T STL/ZNC Ξ. HXCAPSCR 1/2-13UNC2AX1.5 GR5 PLATED сi HVY HXNUT 1/2-13UNC2B ZINC GR2H 01Z FL+WASHER(USS STD)1/2 ZNC PL+D ******* END OF PARTS LIST ******* 87451B FLATWASH 1/8THK 1/2ID SS18-8 HXCAPSCR 1/2-13UNC2AX 4.5 GR5 PLT LOKWASHER MEDIUM 1/2 ZINCPL DESCRIPTION UPPER RAIL TO FREESTAND CONNECTIONS PART NUMBER 04 21023 04 21023C 04 21023B 27B270 15K162 15K201C 15U285A 15G230A 15U300 15U280 ITEM $001 \\ 002 \\ 003 \\ 005 \\ 006 \\ 007 \\ 007 \\ 000 \\ 000 \\ 000 \\ 010 \\ 000$ Ó X Ø 6 Ċ (∞)

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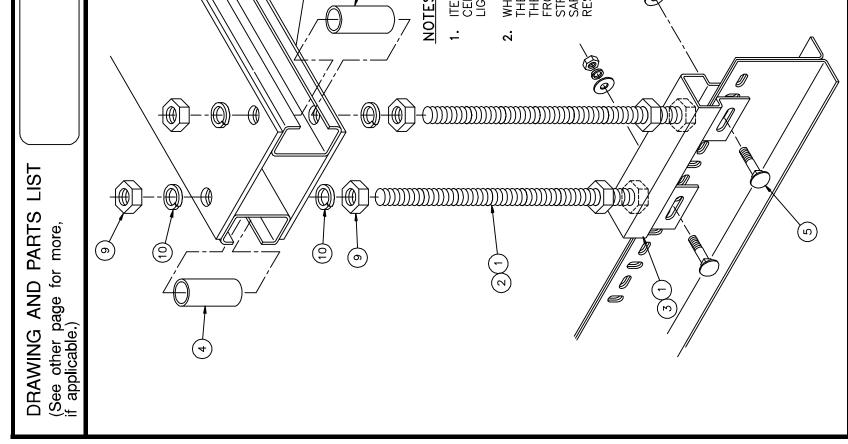


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ASSEMBLY	
HANGER	
ESTAND	
- TO FRE	
JPPER RAII	

UPPER RAIL TO FREESTAND HANGER ASSEMBLY	AND H	ANGER A	SSEMBLY	BMP890013/93041V(Page 1)
	ITEM	PART NUMBER	DESCRIPTION	HOW PART IS USED IN ASSEMBLY (Only if pertinent)
	00A 001 002 003 005 006 007 000 009 010	ALC420017 Y4 20752A W4 20752B 04 20752B 04 20989 15011 15U240 15U240 15U255 15G205 15G205 15U340	92361C COSH FREESTAND RAIL HANG ASY 85531N HANGER + TAPBOLT=FREESTAND 85437B*TAP BOLT3/4-10X13.5LG MFAC 90403D BRKT=RAIL HANGER-FREESTAND 86017B SLEEVE=TIE ROD BRKT HOLDER CARBOLT 3/8-16UNC2X1 ZINC GR2 FLATWASHER (USS STD) 3/8" ZNC PLT LOCKWASHER MEDIUM 3/8 ZINCPL HXNUT 3/8-16UNC2B ZINC GR2 HXNUT 3/4-10UNC2B SAE ZINC GR2 LOCKWASH MEDIUM 3/4 ZINCPL LOCKWASH MEDIUM 3/4 ZINCPL ******* END OF PARTS LIST ******	REFERENCE COMPRISED OF ITEMS 2+3.
TIEMS 2, 9 AND 10 ALSO COMPRISE CEILING HANGER FOR PARALLEL LIGHTWEIGHT RAIL. WHEN THE RAIL IS CEILING SUPPORTED, THE CUSTOMER IS CAUTIONED TO VERIFY THE SUITABILITY OF THIS ARRANGEMENT FROM THE STANDPOINT OF OVERALL STRUCTURAL INTEGRITY, DYNAMIC LOADING, SAFETY, VIBRATION, ETC. PMC ACCEPTS NO RESPONSIBILITY FOR SUCH VERIFICATION.			Refer 000C, etc some ps the the	How to Read Parts List Reference Item Numbers—Items 00A, 00B, 00C, etc., or 00X, 00Y, 00Z, etc., appearing at the top of some parts lists, are for reference and provide: 1. The part number for the entire assembly depicted in the drawing or a major sub-assembly thereof, and/or 2. The range of machine models this drawing applies to.
			neans ti means ti thus to r thus to r Comp respond etc.) wh "How F ponents machine of the p characte dering i	If more than one reference item appears, this usually means this drawing applies to more than one assembly (and thus to more than one range of machines). Component ltem Numbers —For any item on the drawing (e.g., item ①), there may be several corresponding items on the parts list (e.g., 001A, 001B, 001C, etc.) which are similar components on different assemblies. "How Part Is Used In Assembly" identifies which components apply to your machine, by listing either the machine model, or the reference item number from the top of the parts list (e.g., 00A, 00B, 00C, etc.), or a particular characteristic (e.g., bronze or stainless steel), or special ordering information, such as a repair kit number.



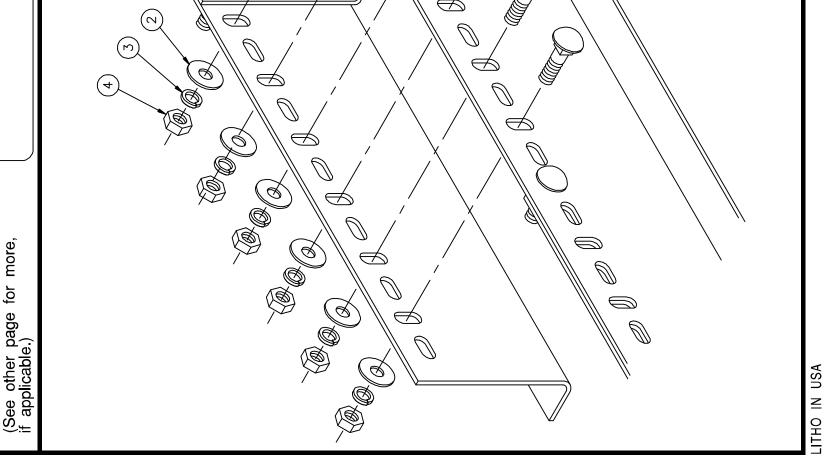


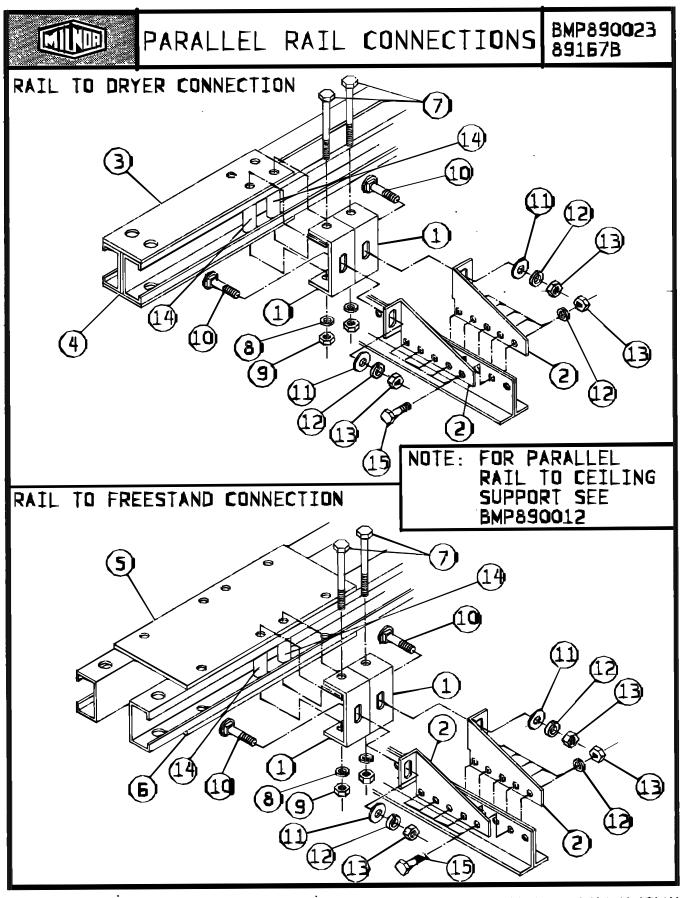
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BMP890016/93041V(Page 1) PELLERIN MILNOR CORPORATION 700 JACKSON STREET/POST OFFICE BOX 400 KENNER, LOUISIANA 70063-0400 USA HOW PART IS USED IN ASSEMBLY (Only if pertinent) ponents apply to your machine, by listing either the machine model, or the reference item number from the top of the parts list (e.g., 00A, 00B, 00C, etc.), or a particular characteristic (e.g., bronze or stainless steel), or special ordering information, such as a repair kit number. **Reference Item Numbers**—Items 00A, 00B, 00C, etc., or 00X, 00Y, 00Z, etc., appearing at the top of some parts lists, are for reference and provide: means this drawing applies to more than one assembly (and the drawing (e.g., item \oplus), there may be several corresponding items on the parts list (e.g., 001A, 001B, 001C, Component Item Numbers—For any item on etc.) which are similar components on different assemblies. "How Part Is Used In Assembly" identifies which com-If more than one reference item appears, this usually The range of machine models this drawing applies to. the drawing or a major sub-assembly thereof, and/or The part number for the entire assembly depicted in How to Read Parts List thus to more than one range of machines). <u>.</u> сi CARBOLT 3/8-16UNC2X1 ZINC GR2 FLATWASHER(USS STD) 3/8" ZNC PLT LOCKWASHER MEDIUM 3/8 ZINCPL HXNUT 3/8-16UNC2B ZINC GR2 ******* END OF PARTS LIST ******* DESCRIPTION UPPER RAIL TO RAIL CONNECTION PART NUMBER 15G205 15A011 15U240 15U255 ITEM 001 002 003 004 WELD EACH BUTT JOINT FOR STRENGTH TO INSURE NO GAP. THEN GRIND THE WELD DOWN TO THE SURFACE OF THE METAL. IN OVERLAPPING SECTION OF RAIL, BOLT AS SHOWN THROUGH EVERY OTHER BOLT HOLE. A Ø \bigcirc NOTES: \bigcirc Ø Ŋ 3 6 Ø Ø



DRAWING AND PARTS LIST (See other page for more, if applicable.)





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Parrallel Rail Connection

BMP890023R/89167B (Sheet 1 of 1)

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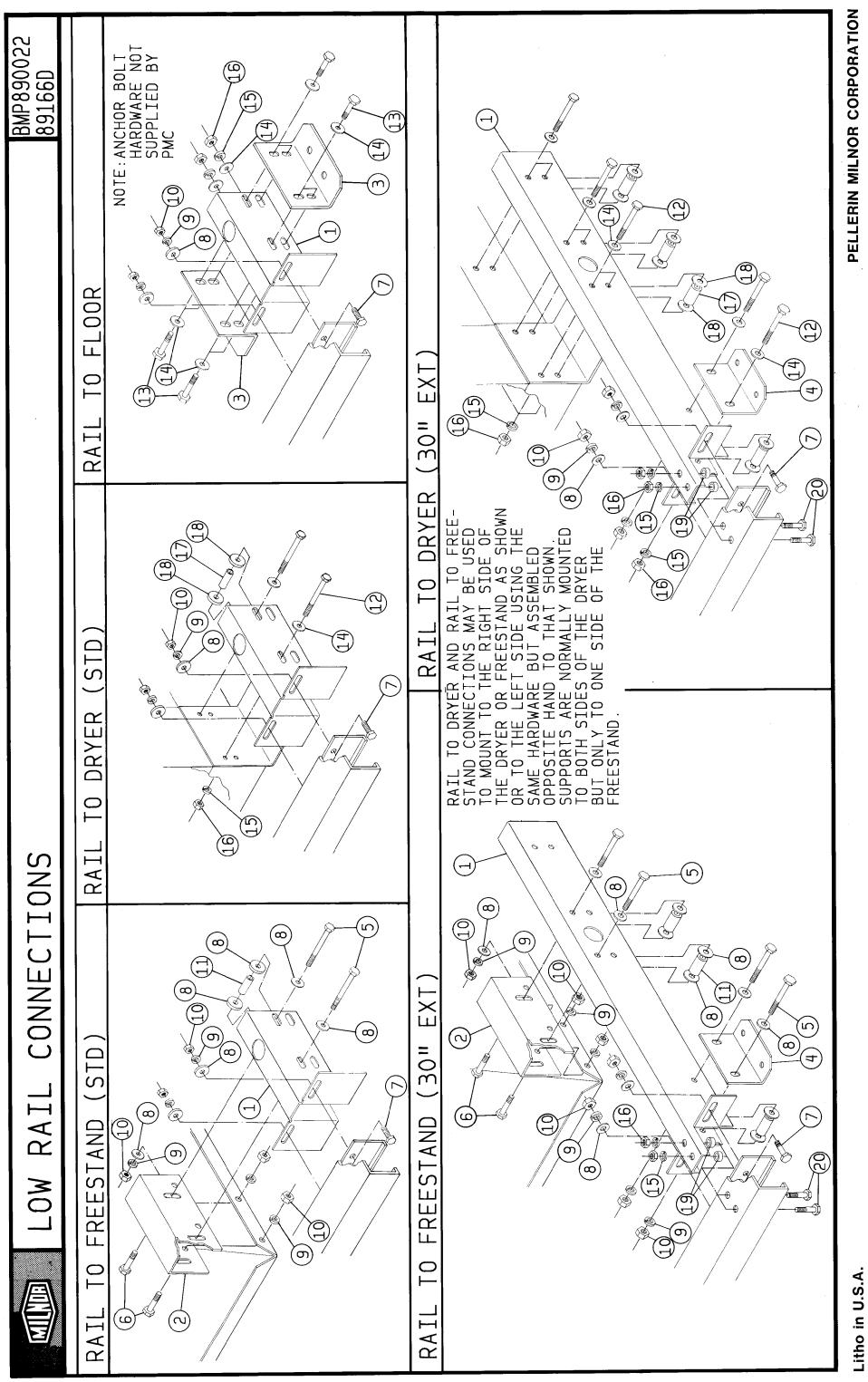
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Parts List—Parrallel Rail Connection

Find the correct assembly first, then find the needed components. The item letters (A, B, C, etc.) assigned to assemblies are referred to in the "Used In" column to identify which components belong to an assembly. The item numbers (1, 2, 3, etc.) assigned to components relate the parts list to the illustration.

Used In	Item	Part Number	Description	Comments
			ASSEMBLIES	
			none	
			COMPONENTSCOMPONENTS	
all	1	04 20751J	87292C CHANN=COSH PARA LITE WT	
all	2	04 20751F	93167C SUPBRKT COSH PARA LITE WT	
all	3	04 21014B	87292C PLT=SPAN UP RAIL CHANN=TOP	
all	4	04 21014A	87292C PLT=SPAN UP RAIL CHANN=BOTT	
all	5	04 21023E	87292B ARM XT SUPT TOP=FREESTAND LT	
all	6	04 21023D	87292B ARM XT SUPT BOT=FREESTAND LT	
all	7	15K201C	HXCAPSCR 1/2-13UNC2AX 4.5 GR5 PLT	
all	8	15U300	LOKWASHER REGULAR 1/2 ZINC PLT	
all	9	15G230	HXNUT 1/2-13UNC2B SAE ZINC GR2	
all	10	15A011	CARBOLT 3/8-16UNC2X1 ZINC GR2	
all	11	15U240	FLATWASHER(USS STD) 3/8" ZNC PLT	
all	12	15U255	LOCKWASHER MEDIUM 3/8 ZINCPL	
all	13	15G205	HXNUT 3/8-16UNC2B ZINC GR2	
all	14	27B270	SPACER ROLL.5ID 2.5L .062T STL/ZNC	
all	15	15K110	HEXCAPSCR 3/8-16UNC2AX1.5 GR5-PLTD	



Low Rail Connections

BMP890022R/89167A (Sheet 1 of 1)

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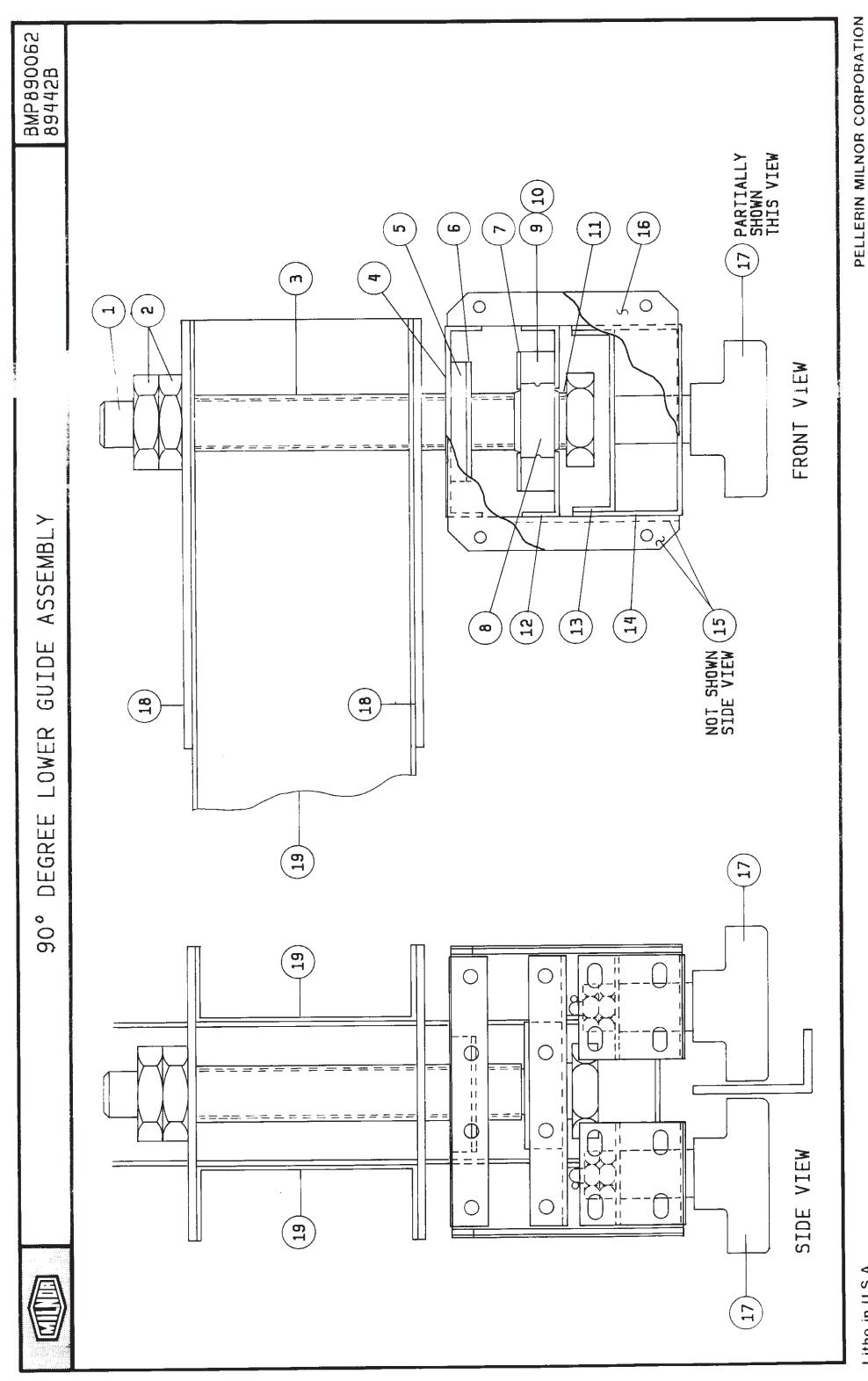
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Parts List—Low Rail Connections

Find the correct assembly first, then find the needed components. The item letters (A, B, C, etc.) assigned to assemblies are referred to in the "Used In" column to identify which components belong to an assembly. The item numbers (1, 2, 3, etc.) assigned to components relate the parts list to the illustration.

ASSEMBLIES none all 1 04 20974A 89382D BRKT LF+RT LORAIL DRYER MT STANDARD all 1 04 20974A 89382D BRKT LF+RT LORAIL DRYER MT STANDARD all 1 04 21456 91046D LOWER RAIL MTG EXTENSION 30" EXTENDED all 2 04 20974B 85506C LO RAIL-FREESTAND MTG BRKT 30" EXTENDED all 3 04 21457 87441B LOWER RAIL EXT FRT SUPPORT 1 all 4 04 21457 87441B LOWER RAIL EXT FRT SUPPORT 1 all 5 15K200 HEXCAPSCR 1/2-13UNC2AX3.5 GR5 ZNC 1 all 6 15K162 HXCAPSCR 1/2-13UNC2AX1.5 GR5 PLATED 1 all 7 15K151 HXCAPSCR 1/2-13UNC2AX1.2 GR5 PLATED 1 all 8 15U280 01Z FL+WASHER(USS STD)1/2 ZNC PL+D 1 all 9 15U300 LOKWASHER REGULAR 1/2 ZINC PLT 1 all 10 15G230 HXNUT 1/2-13UNC2AX3 GR5 ZINC 1 all 11 27B250 SPACER	Used In	Item	Part Number	Description	Comments	
Image: ComponentsImage: Componentsall104 20974A89382D BrKt LF+RT LORAIL DRYER MTSTANDARDall104 2145691046D LOWER RAIL MTG EXTENSION30" EXTENDEDall204 20974B85506C LO RAIL-FREESTAND MTG BrKT30" EXTENDEDall304 2150488052B ANGLE-LOWER RAIL FLOOR MTImage: Component Stateall404 2145787441B LOWER RAIL EXT FRT SUPPORTImage: Component Stateall515K200HEXCAPSCR 1/2-13UNC2AX3.5 GR5 ZNCImage: Component Stateall615K162HXCAPSCR 1/2-13UNC2AX1.5 GR5 PLATEDImage: Component Stateall715K151HXCAPSCR 1/2-13UNC2AX1.5 GR5 PLATEDImage: Component Stateall815U28001Z FL+WASHER(USS STD)1/2 ZNC PL+DImage: Component Stateall915U300LOKWASHER REGULAR 1/2 ZINC PLTImage: Component Stateall1015G230HXNUT 1/2-13UNC2B SAE ZINC GR2Image: Component Stateall1127B250SPACER ROLL.5ID1.5L.062T STL/ZNCImage: Component Stateall1315K105HXCAPSCR 3/8-16UNC2AX3 GR5 ZINCImage: Component Stateall1415U240FLATWASHER (USS STD) 3/8" ZNC PLTImage: Component Stateall1615G205HXNUT 3/8-16UNC2B ZINC GR2Image: Component Stateall1615G205HXNUT 3/8-16UNC2B ZINC GR2Image: Component Stateall1727B25022SZSPACER.3911DX1.375LGX.048T STL ZINCall <td></td> <td></td> <td></td> <td>ASSEMBLIES</td> <td></td>				ASSEMBLIES		
all104 20974A89382D BRKT LF+RT LORAIL DRYER MT 91046D LOWER RAIL MTG EXTENSIONSTANDARD 30" EXTENDEDall204 21456850506C LO RAIL-FREESTAND MTG BRKTall304 2150488052B ANGLE-LOWER RAIL FLOOR MTall404 2145787441B LOWER RAIL EXT FRT SUPPORTall515K200HEXCAPSCR 1/2-13UNC2AX3.5 GR5 ZNCall615K162HXCAPSCR 1/2-13UNC2AX1.5 GR5 PLATEDall715K151HXCAPSCR 1/2-13UNC2AX1.5 GR5 PLATEDall815U28001Z FL+WASHER(USS STD)1/2 ZNC PL+Dall915U300LOKWASHER REGULAR 1/2 ZINC PLTall156230HXCAPSCR W 3/8-16UNC2AX3 GR5 ZINCall1215K131HXCAPSCREW 3/8-16UNC2AX3 GR5 ZINCall1315K105HXCAPSCREW 3/8-16UNC2AX3 GR5 ZINCall1315K105HXCAPSCREW 3/8-16UNC2AX3 GR5 ZINCall1415U240FLATWASHER(USS STD) 3/8" ZNC PLTall1515U250LOCKWASHER MEDIUM 3/8 ZINC PLTall1515U250LOCKWASHER MEDIUM 3/8 ZINC PLTall1615G205HXNUT 3/8-16UNC2B ZINC GR2all1727B2502ZZSPACER.3911DX1.375LGX.048T STL ZINCall1815U266FLATWASHER 1"0DX7/16"IDX3/16" ZINC				none		
all104 2145691046D LOWER RAIL MTG EXTENSION30" EXTENDEDall204 20974B85506C LO RAIL-FREESTAND MTG BRKTall304 2150488052B ANGLE-LOWER RAIL FLOOR MTall404 2145787441B LOWER RAIL EXT FRT SUPPORTall515K200HEXCAPSCR 1/2-13UNC2AX3.5 GR5 ZNCall615K162HXCAPSCR 1/2-13UNC2AX1.5 GR5 PLATEDall715K151HXCAPSCR 1/2-13UNC2AX1.25 GR5 PLATEDall815U280012 FL+WASHER(USS STD)1/2 ZNC PL+Dall915U300LOKWASHER REGULAR 1/2 ZINC PLTall16156230HXNUT 1/2-13UNC2AX3 GR5 ZINCall1127B250SPACER ROLL.5ID1.5L.062T STL/ZNCall1215K133HXCAPSCR W 3/8-16UNC2AX3 GR5 ZINCall1315K105HXCAPSCR 3/8-16UNC2AX3 GR5 ZINCall1415U240FLATWASHER(USS STD) 3/8" ZNC PLTall1515U255LOCKWASHER MEDIUM 3/8 ZINCPLall1515U250SPACER.391IDX1.375LGX.048T STL ZINCall1727B25022SZSPACER.391IDX1.375LGX.048T STL ZINCall1815U266FLATWASHER 1"0DX7/16"IDX3/16" ZINC				COMPONENTSCOMPONENTS		
all204 20974B85506C LO RAIL-FREESTAND MTG BRKTall304 2150488052B ANGLE-LOWER RAIL FLOOR MTall404 2145787441B LOWER RAIL EXT FRT SUPPORTall515K200HEXCAPSCR 1/2-13UNC2AX3.5 GR5 ZNCall615K162HXCAPSCR 1/2-13UNC2AX1.5 GR5 PLATEDall715K151HXCAPSCR 1/2-13UNC2AX1.25 GR5 PLATEDall815U28001Z FL+WASHER(USS STD)1/2 ZNC PL+Dall915U300LOKWASHER REGULAR 1/2 ZINC PLTall1127B250SPACER ROLL.5ID1.5L.062T STL/ZNCall1215K133HXCAPSCR 3/8-16UNC2AX3 GR5 ZINCall1315K105FLATWASHER(USS STD) 3/8" ZNC PLTall1315U250FLATWASHER(USS STD) 3/8" ZNC PLTall1415U255LOCKWASHER MEDIUM 3/8 ZINCPLall1515Q252SPACER.391IDX1.375LGX.048T STL ZINCall1615Q20222SPACER.391IDX1.375LGX.048T STL ZINCall1815U266FLATWASHER 1"0DX7/16"IDX3/16" ZINC	all	1	04 20974A	89382D BRKT LF+RT LORAIL DRYER MT	STANDARD	
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all 9 15U300 LOKWASHER REGULAR 1/2 ZINC PLT all 10 15G230 HXNUT 1/2-13UNC2B SAE ZINC GR2 all 11 27B250 SPACER ROLL.5ID1.5L.062T STL/ZNC all 12 15K133 HXCAPSCREW 3/8-16UNC2AX3 GR5 ZINC all 13 15K105 HXCAPSCR 3/8-16UNC2A1.25 GR5 PLATED all 14 15U240 FLATWASHER(USS STD) 3/8" ZNC PLT all 15 15U255 LOCKWASHER MEDIUM 3/8 ZINCPL all 16 15G205 HXNUT 3/8-16UNC2B ZINC GR2 all 17 27B25022SZ SPACER.391IDX1.375LGX.048T STL ZINC all 18 15U266 FLATWASHER 1"0DX7/16"IDX3/16" ZINC	all	7	15K151	HXCAPSCR 1/2-13UNC24X1.25 GR5 PLATE		
all1015G230HXNUT 1/2-13UNC2B SAE ZINC GR2all1127B250SPACER ROLL.5ID1.5L.062T STL/ZNCall1215K133HXCAPSCREW 3/8-16UNC2AX3 GR5 ZINCall1315K105HXCAPSCR 3/8-16UNC2A1.25 GR5 PLATEDall1415U240FLATWASHER(USS STD) 3/8" ZNC PLTall1515U255LOCKWASHER MEDIUM 3/8 ZINCPLall1615G205HXNUT 3/8-16UNC2B ZINC GR2all1727B25022SZSPACER.391IDX1.375LGX.048T STL ZINCall1815U266FLATWASHER 1"0DX7/16"IDX3/16" ZINC	all	8	15U280	01Z FL+WASHER(USS STD)1/2 ZNC PL+D		
all1127B250SPACER ROLL.5ID1.5L.062T STL/ZNCall1215K133HXCAPSCREW 3/8-16UNC2AX3 GR5 ZINCall1315K105HXCAPSCR 3/8-16UNC2A1.25 GR5 PLATEDall1415U240FLATWASHER(USS STD) 3/8" ZNC PLTall1515U255LOCKWASHER MEDIUM 3/8 ZINCPLall1615G205HXNUT 3/8-16UNC2B ZINC GR2all1727B25022SZSPACER.391IDX1.375LGX.048T STL ZINCall1815U266FLATWASHER 1"0DX7/16"IDX3/16" ZINC	all	9	15U300	LOKWASHER REGULAR 1/2 ZINC PLT		
all1215K133HXCAPSCREW 3/8-16UNC2AX3 GR5 ZINCall1315K105HXCAPSCR 3/8-16UNC2A1.25 GR5 PLATEDall1415U240FLATWASHER(USS STD) 3/8" ZNC PLTall1515U255LOCKWASHER MEDIUM 3/8 ZINCPLall1615G205HXNUT 3/8-16UNC2B ZINC GR2all1727B25022SZSPACER.391IDX1.375LGX.048T STL ZINCall1815U266FLATWASHER 1"0DX7/16"IDX3/16" ZINC	all	10	15G230	HXNUT 1/2-13UNC2B SAE ZINC GR2		
all1315K105HXCAPSCR 3/8-16UNC2A1.25 GR5 PLATEDall1415U240FLATWASHER(USS STD) 3/8" ZNC PLTall1515U255LOCKWASHER MEDIUM 3/8 ZINCPLall1615G205HXNUT 3/8-16UNC2B ZINC GR2all1727B25022SZSPACER.391IDX1.375LGX.048T STL ZINCall1815U266FLATWASHER 1"0DX7/16"IDX3/16" ZINC	all	11	27B250	SPACER ROLL.5ID1.5L.062T STL/ZNC		
all1415U240FLATWASHER(USS STD) 3/8" ZNC PLTall1515U255LOCKWASHER MEDIUM 3/8 ZINCPLall1615G205HXNUT 3/8-16UNC2B ZINC GR2all1727B25022SZSPACER.391IDX1.375LGX.048T STL ZINCall1815U266FLATWASHER 1"0DX7/16"IDX3/16" ZINC	all	12	15K133	HXCAPSCREW 3/8-16UNC2AX3 GR5 ZINC		
all 15 15U255 LOCKWASHER MEDIUM 3/8 ZINCPL all 16 15G205 HXNUT 3/8-16UNC2B ZINC GR2 all 17 27B25022SZ SPACER.391IDX1.375LGX.048T STL ZINC all 18 15U266 FLATWASHER 1"0DX7/16"IDX3/16" ZINC	all	13	15K105	HXCAPSCR 3/8-16UNC2A1.25 GR5 PLATED		
all 16 15G205 HXNUT 3/8-16UNC2B ZINC GR2 all 17 27B25022SZ SPACER.391IDX1.375LGX.048T STL ZINC all 18 15U266 FLATWASHER 1"0DX7/16"IDX3/16" ZINC	all	14	15U240	FLATWASHER(USS STD) 3/8" ZNC PLT		
all 17 27B25022SZ SPACER.391IDX1.375LGX.048T STL ZINC all 18 15U266 FLATWASHER 1"0DX7/16"IDX3/16" ZINC	all	15	15U255	LOCKWASHER MEDIUM 3/8 ZINCPL		
all 18 15U266 FLATWASHER 1"0DX7/16"IDX3/16" ZINC	all	16	15G205	HXNUT 3/8-16UNC2B ZINC GR2		
	all	17	27B25022SZ	SPACER.391IDX1.375LGX.048T STL ZINC		
all 19 27B240 SPACER ROLL.51ID.813L.062T STL/ZNC	all	18	15U266	FLATWASHER 1"0DX7/16"IDX3/16" ZINC		
	all	19	27B240	SPACER ROLL.51ID.813L.062T STL/ZNC		
all 20 15K120 HXCAPSCR 3/8-16UNC2AX2 GR5 ZINC/CAD	all	20	15K120	HXCAPSCR 3/8-16UNC2AX2 GR5 ZINC/CAD		



90 Degree Lower Guide Assembly

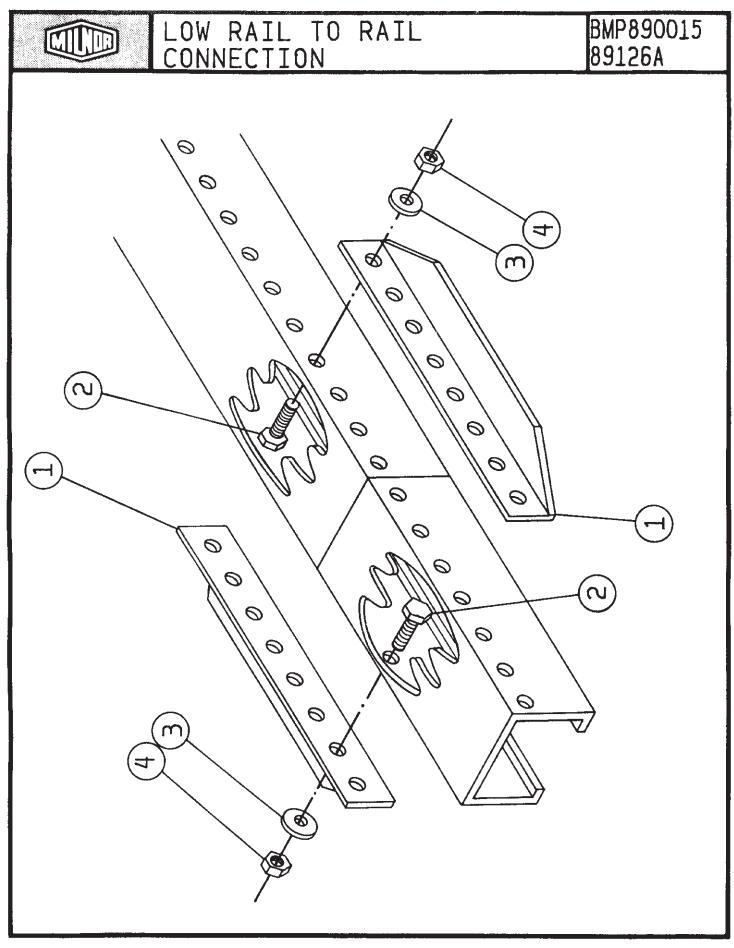
BMP890062R/97266V (Sheet 1 of 1)

Pellerin Milnor Corporation P. O. Box 400, Kenner, LA 70063-0400

Litho in U.S.A.

Parts List—90 Degree Lower Guide Assembly Find the correct assembly first, then find the needed components. The item letters (A, B, C, etc.) assigned to assemblies are referred to in the "Used In" column to identify which components belong to an assembly. The item numbers (1, 2, 3, etc.) assigned to components relate the parts list to the illustration.

Used In	ltem	Part Number	Description	Comments
			ASSEMBLIES	
	z	ALC420040	89000Z 90DEG COSHA-LOWER GUIDE ASSY	(REFERENCE)
			COMPONENTSCOMPONENTS	
all	1	X2 15354C	89091# BOLT=HYDCYL 14 LG.KEYWAY	
	1			
all all	2 3	02 18256 04 21331	LOKWASH-TONGUE 8/WEH-CAD 89123B 90DEG COSHA-LOWER SPACER	
all	3	04 21331	89123C 90DEG COSHA-LOWER SFACER 89123C 90DEG COSHA-SHAFT MTG BRKT	
all	4 5	04 21329	89123B 90DEG COSHA-PIVOT SPACER	
all	6	04 21334	89123B 90DEG COSHA-FIVOT SFACER 89123B 90DEG COSHA-UHMW BACKING PL.	
all	7	04 21333	HOLDPLATE=BALLBUSH CAD	
all	8	54A705	06Z BALLBUSH 1.5 SKF#GEZ108ESAVE467	
all	9	X3 06252	87387B RETAINER - BALBUSH=4/72 WEDU	
all	9 10	X3 00252 54M025	HYDRAULICFIT 1/8"-90 ALEMITE#1613-B	
all	11	02 18571A	90063A PISTON ROD WASHER25"TK	
all	12	02 1837 IA 04 21329	89123C 90DEG COSHA-SHAFT MTG BRKT	
all	12	04 21329	89123C 90DEG COSHA-SHAFT WIG BRKT 89123C 90DEG COSHA-UPPER GUIDE BRKT	
all	14	04 21320	89123C 90DEG COSHA-LOWER GUIDE BRKT	
all	15	04 21327	91066C 90DEG COSHA-FRONT/REAR PLATE	
all	16	04 21320	89123C 90DEG COSHA-GUIDE COVER PLAT	
all	17	ALC420010	92622C*5"TRACTOR SUP.ROLLER ASSY	
all	18	04 21324	89123C 90DEG COSHA-UPPER/LOWER PL	
all	19	04 21325	89486C 90DEG COSHA-GUIDE MTG BRKT	
all	19	04 21325	89486C 90DEG COSHA-GUIDE MIG BRKI	



Low Rail to Rail Connection

BMP890015R/89126A (Sheet 1 of 1)

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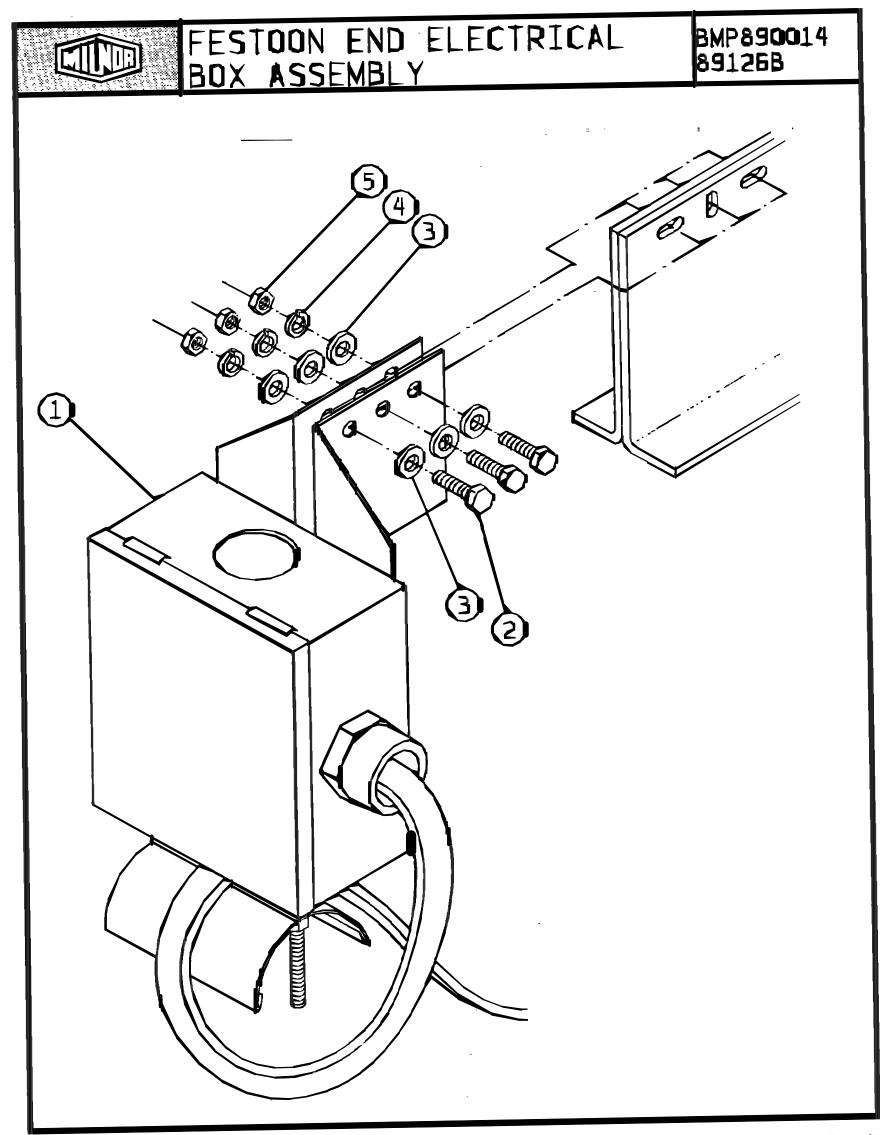
Pellerin Milnor Corporation P. O. Box 400, Kenner, LA 70063-0400

Litho in U.S.A.

Parts List—Low Rail to Rail Connection

Find the correct assembly first, then find the needed components. The item letters (A, B, C, etc.) assigned to assemblies are referred to in the "Used In" column to identify which components belong to an assembly. The item numbers (1, 2, 3, etc.) assigned to components relate the parts list to the illustration.

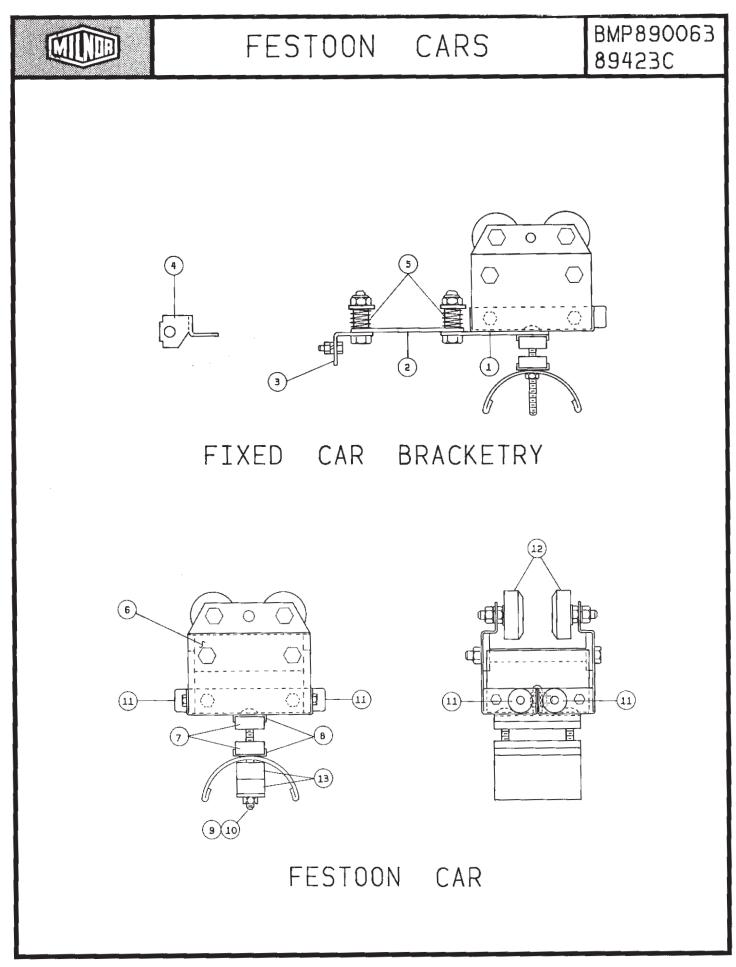
Used In	ltem	Part Number	Description	Comments
			ASSEMBLIES	
			none	
			COMPONENTSCOMPONENTS	
all	1	04 21001	86256C PLATE=CONN LOWER RAIL COSHA	
all	2	15K147BSZ	BTSKCPSCR 1/2-13X1 ZNC GR 8 HK	
all	3	15U300	LOKWASHER REGULAR 1/2 ZINC PLT	
all	4	15G230	HXNUT 1/2-13UNC2B SAE ZINC GR2	



4

PS09A/PS0205PARTS LIST FOR:BMP890014R/89126Å P/L FESTN END ELEC BUX ASSY.HOW PART IS USED IN ASSY
(UNLY IF PERTINENT)P/NDESCRIPTIOND01SEE DESCRIPTIONP/NDESCRIPTIOND02SEE DESCRIPTIONALC42001586335C FESTOON END ELECT BUX ASSY
15K110D03SEE DESCRIPTIONHEXCAPSCE 3/8-16UNC2AXI.5 GR 5PLTD
15V240D04SEE DESCRIPTIONHEXCAPSCE 3/8-16UNC2AXI.5 GR 5PLTD
15V240D04SEE DESCRIPTIONHEXCAPSCE 3/8-16UNC2AXI.5 GR 5PLTD
15V240D05SEE DESCRIPTIONHEXNIT 3/8-16 UNC28 GR 2 ZNC/CAD

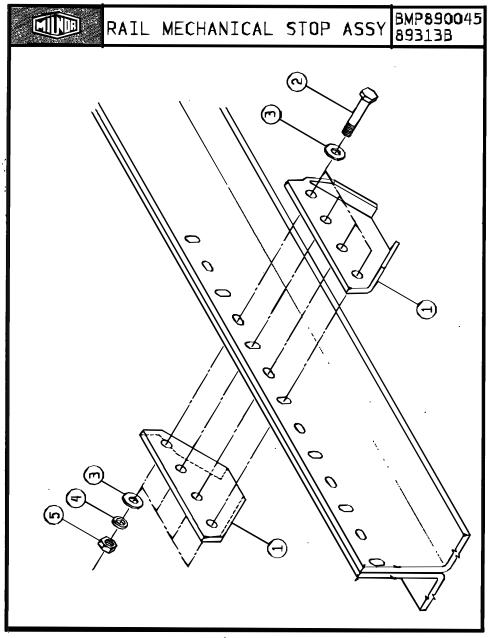
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| SU9A/                                                                     | P 50205                                                                                                                                                                                                       | PARTS LIST FOR:                                                                                                         | 8 MP 8 90 063R /                                                                                                 | 1894234 PIL FESTOON CARS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ITEM                                                                      |                                                                                                                                                                                                               | IS USED IN ASSY<br>IF PERTINENT)                                                                                        | P /N                                                                                                             | DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 007<br>002<br>002<br>002<br>005<br>005<br>005<br>005<br>005<br>005<br>005 | SEE         DESC           SEE         DESC | PIPTIONPIPTIONPIPTIONPIPTIONPIPTIONPIPTIONPIPTIONPIPTIONPIPTIONPIPTIONPIPTIONPIPTIONPIPTIONPIPTIONPIPTIONPIPTIONPIPTION | 04 21003A<br>04 21002A<br>04 21140<br>02 02674<br>ALC420006<br>ALC4200060<br>ALC4200060<br>04 20750<br>04 207508 | 87122C FESTOON TO COSHA ASSY-TRALI.<br>87122# FESTOON TO COSHA ASSY-TROLL.<br>864933 FESTOON TO DRAG LINK BRKT<br>864933 BAP=CONN FESTOON CAR-TRACTOR<br>864938 BKT TRACTOR-FESTOON CONN BAR<br>86493C STATIONARY TROLFESTOCN BKT<br>83097A SPRING-CHARTORAG-CAD-1/MILT<br>87086D FESTOON-CAR=FLAT CARLE ASSY<br>87086# FESTOON-CAR=FLAT CARLE ASSY<br>87086# FESTOON-CAR=CURVE RAIL CABLE<br>88000Z FEST.CAR,CARLE+AIR STR. RAIL<br>88000Z FEST.CAR,CABLE+AIR CURV RAIL<br>85381B PAD=FESTOON CABLE CLAMP<br>85243B CHANNEL=PAD CLAMP FESTOON |
| 069<br>010<br>011<br>012<br>013                                           | SEF DESC<br>SEF DESC<br>SEF DESC                                                                                                                                                                              | PIPTION><br>RIPTION><br>RIPTION><br>PIPTION><br>PIPTION>                                                                | 156193<br>15A009<br>600001<br>27A601<br>04 207500                                                                | HEXLOKNUT 5/16-18UNC2A NYL STL+ 7NC<br>CARBOLT 5/16-18UNC2X3.5"FULLTHD ZNC<br>PUBBER BUMPER BLK W/WASHER ONLY#698<br>WHEEL 1.87X.75 UHMW-POLY FEI.#RGP-<br>P74828 PAD=FESTOON AIR LINE CLAMP                                                                                                                                                                                                                                                                                                                                                   |

## PARTS LIST FOR: RMPR90063R/39423A SHEET 1 (END)

53



JPSU9A/PSC205 PARTS LIST FOR: BMP890045R/89313A P/L COSH4 RAIL MECH. STOP HOW PART IS USED IN ASSY ITEM (ONLY IF PERTINENT) P/N DESCRIPTION SEE DESCRIPTION -----> 061 04 20999 89013C ANGLE=POSITIVE STOP CUSHA 002 SEE DESCRIPTION ----> HEXCAPSCR 3/8-16X1+3/4 GR 5 PLATD 15K117 SEE DESCRIPTION -----> 003 FLATWASHER(USS STD) 3/8" ZNC PLT 150240 SEE DESCRIPTION -----> 064

LOCKWASHER MEDIUM 3/8 ZINCPL

HEXNUT 3/8-16 UNC28 GR 2 ZNC/CAD

150255

156205

005

SEE DESCRIPTION ---->

## PARTS LIST FOR: BMPR90045R/89313A SHEET 1 (END)

55

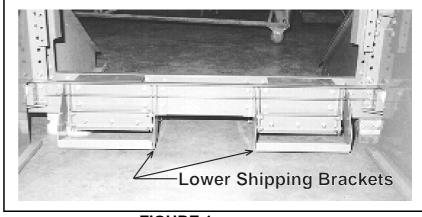
# ON-SITE ASSEMBLY—SHUTTLE AND CONVEYOR DEVICES

## **Guidelines for Lifting and Supporting**

Do not try to balance the shuttle on the lower shipping brackets (FIGURE 1) before installation. These brackets protect the wheels during shipping and are not intended to support the shuttle.

Handle the device only by the lift points provided near the top of the machine (FIGURE 3).

Do not lift, jack, or stand on the shuttle bed or other components (FIGURE 2). These actions may cause personal injury and equipment damage.



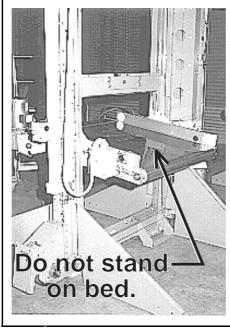


FIGURE 1 (MSIND429AE) Shuttle Lower Shipping Brackets

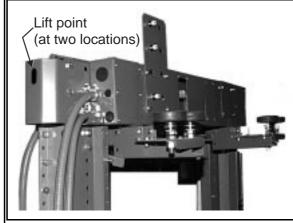


FIGURE 3 (MSIND429AE) Lift Points at Top of Shuttle

FIGURE 2 (MSIND429AE) Shuttle (Typical)

## Installing Emergency Stop Cable

The emergency stop cable was removed prior to shipment. Reinstall this cable before operating the device.



FIGURE 4(MSIND429AE) Emergency Stop Cable (Typical)

## **Installing Kickplates**

Traversing shuttle models will not operate without the emergency stop kickplates installed. Install the kickplates according to FIGURE 5.

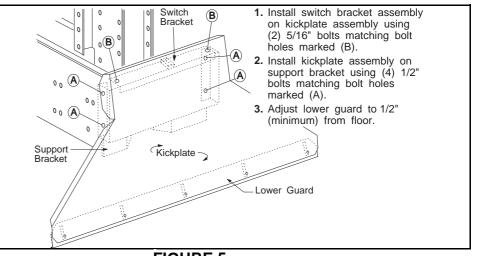


FIGURE 5 (MSSMD429AE) Kickplate Installation—Traversing Shuttle Models

## Installing Adjustable Hoist Down Stop

The adjustable hoist down stop (FIGURE 6) prevents the shuttle bed from descending any further than necessary. Set this stop at the highest position which does not interfere with shuttle operation.

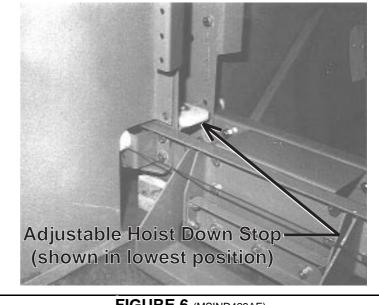


FIGURE 6 (MSIND429AE) Hoist Down Stop

## Installing Safety Stop Bracket

Install the safety stop brackets (FIGURE 7) on each end of the lower track. Use 3/8" self-tapping screws to secure the bracket to the track if the holes do not align.

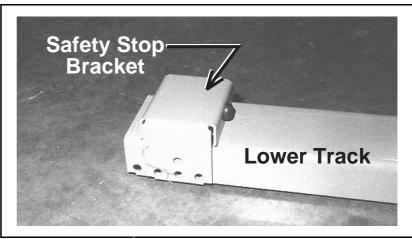
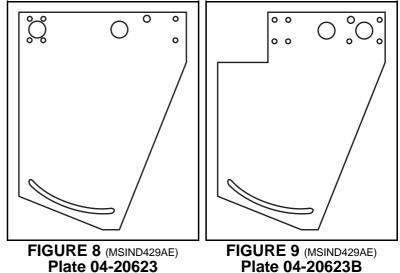


FIGURE 7 (MSIND429AE) Lower Safety Stop Bracket Location

# Installing Leg Plates on CONLO/CONWA Models

Install plate 04-20623 (FIGURE 8) at all leg positions of CONLO and CONWA models except the LOAD end of CONLO/CONWA 304 and 305, or when the conveyor is to be installed horizontally.

Install plate 04-20623B (FIGURE 9) on the LOAD end of CONLO/CONWA 304 and 305 conveyors except when the conveyor is to be installed horizontally.



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#### Installation of the Laser Positioner for Traversing Shuttles

**NOTICE P1:** "Remove power from the machine" means use the necessary safety procedure for your location. In the USA, this is the OSHA lockout/tagout (LOTO) procedure. More local requirements can also apply.

Milnor traversing shuttles manufactured after December 2010 are provided with a laser system to control shuttle travel along the rail (traverse) and the positions at which the shuttle stops. An older shuttle can be retrofitted with this system if it meets the following criteria:

- The system has, or is upgraded to Dryer/Shuttle controller (Drynet) software version 21010 or later and shuttle software with a matching date code.
- The shuttle has, or is upgraded to the microprocessor board with part number 08BSPE2T (2004 to current). The 08BSPE1T (circa 2000) and 08BSPET (circa 1994) will not work.
- The shuttle manual controls are housed in a stationary cabinet, not a shuttle-mounted box.

The laser positioner replaces the switches, targets, and mounting hardware previously used for this purpose. The laser positioner system uses the Banner L-Gage LT7 Laser.

#### 1. Hardware Installation



**WARNING** 1: Strike and Crush Hazards—A traveling machine such as a shuttle can strike, crush, or entrap you if you ride on it or enter its path. Traveling machines or their components can move automatically in any direction. Placing a system machine on line by energizing the machine control may immediately summon a shuttle or other traveling machine.

• Except where specified in this instruction, remove power from the machine to work in or near the shuttle path.

The laser beam must be parallel with the axis of shuttle travel. Typically the laser and target are mounted approximately 7 feet (1.8 meters) above the floor and and horizontally centered on the shuttle frame, but this can be modified to suit the individual circumstances. The beam must be unobstructed at all times. Locate the hardware with respect to the shuttle as follows:

**Stationary laser support post**—in proximity to the stationary shuttle control cabinet. **Reflector**—on the shuttle frame. Detailed mounting instructions follow.

Install the hardware as shown in the figures below. It is necessary to install the laser on the support post but not anchor the post until the laser is aligned with the target.



**CAUTION** 2: Risk of Costly Damage—Until the laser support post is anchored, it can fall if it or the cable is hit by an object such as a fork lift. This will likely destroy the laser.

- Use care to keep clear of the post except to intentionally reposition it during alignment.
- Route the cable away from any interference and secure it.

Figure 1: Laser to Post

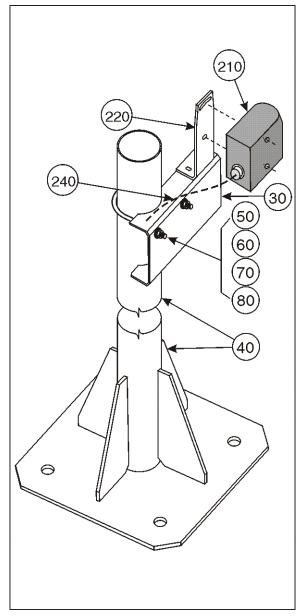
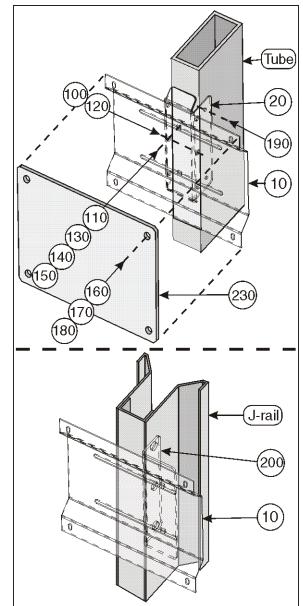


Figure 2: Reflector to Shuttle (Tube or J-rail frame)



Find the assembly for your machine and the letter shown in the "Item" column. The components for your machine will show this letter or the word "all" in the "Used In" column. The numbers shown in the "Item" column are those shown in the illustrations.

| Used In | Item   | Part Number | <b>Description/Nomenclature</b>                                 | Comments                                    |
|---------|--------|-------------|-----------------------------------------------------------------|---------------------------------------------|
|         |        |             | Assemblies                                                      |                                             |
| all     | А      | ALC420223   | All mounting hardware except laser manufacturer components.     |                                             |
|         |        | ·           | Components                                                      | -                                           |
| А       | 10     | 04 24176    | LASER TARGET FRAME                                              |                                             |
| A       | 20     | 04 24177    | LASER TARGET TUBE RAIL MTG                                      | Use with tubing type vertical frame member. |
| А       | 30     | 04 24146    | LASER MTG CHANNEL                                               |                                             |
| А       | 40     | W4 24180    | LASER MOUNTING POST WLMT                                        |                                             |
| А       | 50     | 27A035C     | U-BOLT 3/8-16X5.36 #0127316                                     |                                             |
| А       | 60     | 15U246      | FLATWASHER 1"ODX25/64IDX1/8"30                                  |                                             |
| А       | 70     | 15U255      | LOCKWASHER MEDIUM 3/8 ZINCPL                                    |                                             |
| А       | 80     | 15G205      | HXNUT 3/8-16UNC2B ZINC GR2                                      |                                             |
| А       | 100    | 15A002A     | CARBOLT 1/4-20UNC2X3/4 ZINC GR                                  |                                             |
| А       | 110    | 15K046      | HXCAPSCR 1/4-20 UNC2A X 2"GR5                                   |                                             |
| А       | 120    | 17N058      | HEXRIVNUT 1/4-20 UNC-2B #2520-                                  |                                             |
| А       | 130    | 15U185      | FLATWASHER(USS STD) 1/4" ZNC P                                  |                                             |
| А       | 140    | 15U180      | LOCKWASHER MEDIUM 1/4 ZINCPL                                    |                                             |
| А       | 150    | 15G178      | 1/4"-20 HEXFLANGE NUT ZINC                                      |                                             |
| А       | 160    | 15N125      | RDMACSCR 10-24UNC2AX1/2 ZC GR2                                  |                                             |
| А       | 170    | 15U135      | FLATWASH#10 .4370DX.203IDX.04T                                  |                                             |
| А       | 180    | 15G126SZ    | HXLOCKNUT 10-24 UNC STL/ZNC                                     |                                             |
| А       | 190    | 15P011      | TRDCUT-F PANHD 10-24X1/2 NIKST                                  |                                             |
| A       | 200    | 04 24178    | LASER TARGET J-RAIL MTG                                         | Use with J-rail vertical frame member.      |
| all     | 210    | 09RLE0001   | Banner L-Gage LT7 Laser and mounting bracket                    |                                             |
| all     | 220    | 09RLE0001B  | Mounting Bracket and included fasteners                         |                                             |
| all     | 230    | 09RLE0001R  | 50 meter Retro Reflector                                        |                                             |
| all     | 240    | 09RLE0001C  | Multi-conductor cable and connector—30 foot (7.6 meters) length |                                             |
|         | Tube   |             | A type of frame used on certain shuttles                        |                                             |
|         | J-rail |             | A type of frame used on certain shuttles                        |                                             |

#### 2. Electrical Connections

The electrical cable provided with this system has a pre-wired connector on one end that attaches to the laser. Shuttles manufactured after February 2011 have the control box end of the cable pre-wired also. The cable is secured to the control box. If the shuttle was not provided with the cable pre-wired, make connections as explained below. **Do not connect the cable to the laser until the wiring in the electric cabinet is completed.** 

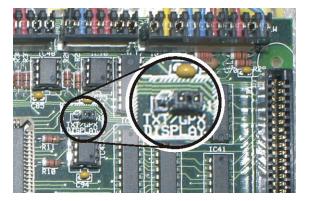
- 1. Determine the best route for the cable. Ensure that:
  - objects cannot strike the cable,
  - there is sufficient slack on each end to reach the connection points.

- 2. Route the cable and secure the center portion to protect against accidental movement. If not pre-wired, route the cable into the shuttle processor box through the hole in the box shown in Figure 3.
- 3. Set jumper J1 on the shuttle processor board to the GPX position as shown in Figure 4.

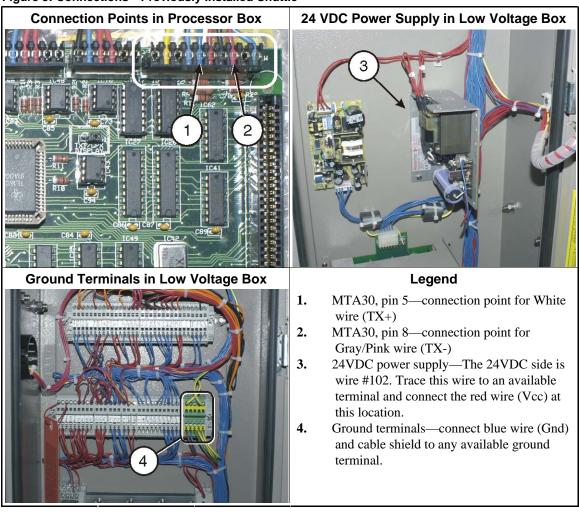


**Figure 4: Jumper Position** 





Only four of the conductors (the green, white, red, and blue wires) and the cable shield are used for this application. If the cable must be field-wired, make electrical connections as shown in Figure 5.



#### Figure 5: Connections—Previously Installed Shuttle

#### 3. Configure, Align, and Program

These instructions apply specifically to Banner L-Gage LT7 laser device. You received a manual with this device. **Review the safety information in this manual.** The manual provides more information than necessary to implement the laser positioner system for the shuttle. The following sections give the pertinent instructions. You can find detailed information in the Banner manual.

**Display or Action** 

#### Explanation

- Energize the shuttle (at the MultiTrac or Drynet console). This will also apply power to the laser.
- Set the shuttle to the Manual mode (at the stationary shuttle control panel). This will take the shuttle off line.

Perform the procedures in this section with shuttle power on, but with the machine off line. Use extreme care when you work in or near the shuttle path.

#### 3.1. Laser Configuration—Required configuration settings:

Serial interface: RS422

Baud rate: 19,200 Data Bits: 8 Stop Bits: 1 Data method: REPEAT

At the laser device:

| At the laser device:        |                                                                                                                                                                                                 |  |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Display or Action           | Explanation                                                                                                                                                                                     |  |
| DIST mm<br>>250000          | This or a similar display indicates the laser run mode. The laser displays distance in hundredths of units.                                                                                     |  |
|                             | Accesses the laser program mode. This also activates the visible pilot laser used for alignment.                                                                                                |  |
| QuickSet<br><enter></enter> | This is the first sub-menu in the Program menu.                                                                                                                                                 |  |
| ▶, ▶                        | Scrolls the sub-menus. Select "UNIT".                                                                                                                                                           |  |
| UNIT<br><mm></mm>           | This display indicates the laser is configured for millimeter units. You can choose millimeters or inches ( <inch>). If you want to change units:</inch>                                        |  |
| •                           | Accesses the UNIT field.                                                                                                                                                                        |  |
| UNIT<br>>mm                 | You can now select inch units.                                                                                                                                                                  |  |
| €                           | Toggles between <i>mm</i> and <i>inch</i> each time the key is pressed.                                                                                                                         |  |
| •                           | Locks in the selected value.                                                                                                                                                                    |  |
| UNIT<br><inch></inch>       | Indicates that the laser is configured for inch units. When the laser is properly aligned, the Run display will show the distance between the laser and target in hundredths of <b>inches</b> . |  |
| ▶, ▶                        | Scrolls the sub-menus. Select the "SERIAL" sub-menu.                                                                                                                                            |  |
| SERIAL<br><rs422></rs422>   | This is the display you should see and indicates that the currently configured interface type is RS422. If you see any other value on the bottom line, access this field as follows.            |  |
| •                           | Accesses the field to select the type of interface.                                                                                                                                             |  |
| SERIAL<br>>RS422            | You can now select another type of interface.                                                                                                                                                   |  |
| ▶, ▶                        | Scrolls the interface types, which are: RS422, SSI 1/8, SSI1/10, and EXT.BUS. Select RS422.                                                                                                     |  |
|                             | Locks in the selected value.                                                                                                                                                                    |  |
| SERIAL<br><rs422></rs422>   | Indicates that the laser is configured for an RS422 interface.                                                                                                                                  |  |
|                             | Advances to the RS422 sub-menu.                                                                                                                                                                 |  |
| RS422                       | Because the RS422 selection has it's own sub-menu, this display appears. This                                                                                                                   |  |

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| Display or Action          | <b>Explanation</b><br>sub-menu has four data fields: baud rate, data bits, stop bit, and data method.<br>Advances to the first field in the RS422 sub-menu: baud rate.                                               |
|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| RS422<br><19k2Bd>          | 19k2Bd is the correct value. If a different value appears on the bottom line, access this field and correct the value in the same manner as above. Otherwise, proceed to the Data Bits field.                        |
| ▶<br>RS422<br><8DATAb>     | Advances to the next field in the RS422 sub-menu: data bits.<br>8DATAb is the correct value. If <7DATAb> appears on the bottom line,<br>access this field and correct the value. Otherwise, proceed to the Stop Bits |
|                            | field.<br>Advances to the next field: stop bits.                                                                                                                                                                     |
| RS422<br><1STOPb>          | 1STOPb is the correct value. If <2STOPb> appears on the bottom line, access<br>this field and correct the value. Otherwise, proceed to the data method field.<br>Advances to the next field: data method.            |
| RS422<br><repeat></repeat> | REPEAT is the correct value. If <single> appears on the bottom line, access this field and correct the value. Otherwise, return to the Run mode. Returns to each higher-level menu, then the Run mode.</single>      |
| <b>●</b> + <b>●</b>        |                                                                                                                                                                                                                      |

#### 3.2. Laser and Reflector Alignment

- 1. At the laser device, access the program mode as previously explained. This activates the visible pilot laser used for alignment.
- 2. Adjust the orientation of the laser on its mounting brackets to place the beam at the center of the target.
- 3. Operate the shuttle in manual mode to move it along the shuttle path. Find manual operation instructions for the shuttle in the Drynet Dryer/Shuttle operator guide. As the shuttle traverses, observe the position of the beam on the target.
- 4. Move the laser post, and adjust the orientation of the laser and target to achieve the alignment described in Figure 6.
- 5. When alignment is achieved, anchor the laser post to the floor.
- 6. When the laser post is securely anchored, check the alignment again and make final adjustments.
- 7. Tighten the laser and target bracketry.

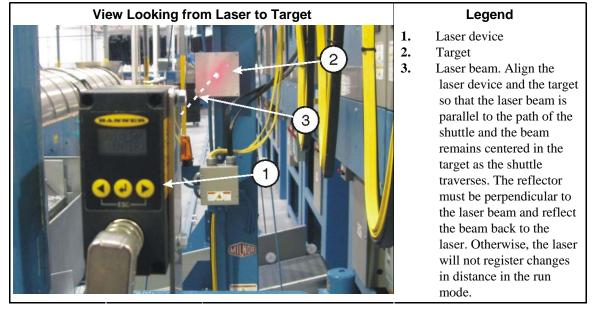


Figure 6: Laser and Reflector Alignment

**3.3. Drynet Configuration and Programming of Shuttle Stop Positions**—The Drynet Dryer/Shuttle controller requires configure data to use the laser positioner. For example, it must know the distance between the laser and the target, as detected by the laser device, for each position at which the shuttle stops. Determine these values at the laser device. Enter this data at the Drynet or MultiTrac console, in the *Configure Shuttle Encoder* form (Figure 7).

| Shuttle is currently using Laser for tracking.                        |                                 |                                      |  |
|-----------------------------------------------------------------------|---------------------------------|--------------------------------------|--|
| Jsing Laser tracking:                                                 | Configure Load Stations:        | Configure Discharge Stations:        |  |
|                                                                       | Distance at Load Station 0: 118 | Distance at Discharge Station 0: 118 |  |
| Number of Load Stations :                                             | Distance at Load Station 1:     | Distance at Discharge Station 1: 201 |  |
| lumber of Discharge Stations: 5                                       | Distance at Load Station 2:     | Distance at Discharge Station 2: 329 |  |
| Distance at Home Station:                                             | 8 Distance at Load Station 3: 0 | Distance at Discharge Station 3: 414 |  |
| low Down Distance: 10                                                 | Distance at Load Station 4: 0   | Distance at Discharge Station 4: 566 |  |
| ligh Speed Distance (feet):                                           | Distance at Land Station 5:     | Distance at Discharge Station 5:     |  |
|                                                                       | Distance at Load Station 6: 0   | Distance at Discharge Station 6:     |  |
| Counts at Left Dops Target:                                           | Distance at Load Station 7: 0   | Distance at Discharge Station 7:     |  |
| Counts at Right Oops Target:                                          | Distance at Load Station 8: 0   | Distance at Discharge Station 8:     |  |
| Counts at Reset Point.                                                | Distance at Load Station 9: 0   | Distance at Discharge Station 9:     |  |
| Stop Offset Counts:                                                   | Distance at Load Station 10: 0  | Distance at Discharge Station 10:    |  |
|                                                                       | Distance at Load Station 11:    | Distance at Discharge Station 11:    |  |
| n 10th of a second                                                    | Distance at Load Station 12:    | Distance at Discharge Station 12:    |  |
| aser Position - looking from the<br>ow of the goods which side of the | Distance at Load Station 13:    | Distance at Discharge Station 13:    |  |
| huttle is the laser mounted :<br>]=Right 1=Left]                      | Distance at Load Station 14:    | Distance at Discharge Station 14:    |  |
| Jenigrit Telettj                                                      | Distance at Load Station 15:    | Distance at Discharge Station 15:    |  |

Figure 7: Configure Shuttle Encoder Form Configured for a Laser Device

- 1. At the MultiTrac or Drynet console, access the shuttle Encoder form:
  - a. In the Dryer/Shuttle Controller (DevComm Setup) window, select *Configure, Shuttles and Cobucs* on the menu. This displays one or more tabbed forms—one for each shuttle device in the system.
  - b. Select the tab corresponding to the shuttle with the new laser device. This displays the main configuration form for this shuttle.
  - c. Near the bottom right of the form, find the field *Shuttle has an Encoder*. Select (or reselect) the value 1. This displays the *Configure Shuttle Encoder* form (Figure 7).
- 2. Enter values in the fields on the left column of the encoder form in accordance with Table 2.
- 3. Do this procedure for each position at which the shuttle stops:
  - a. At the stationary shuttle control box, manually move the shuttle to the stop position. Ensure that the shuttle is precisely aligned with the interfacing device.
  - b. At the laser device, read the distance value in hundredths of units (inches or millimeters as previously configured). Hence, read the displayed value 26147 as 261 inches or millimeters.
  - c. At the Drynet controller, enter this value (whole inches or millimeters) in the appropriate field:
    - Distance at Home Station
    - Distance at Load Station \_\_\_\_\_
    - Distance at Discharge Station \_\_\_\_\_

#### Table 2: Guidelines for Encoder Values for Laser Device

| Data Field                          | Required Value or Guideline                                                                                                                                                                             |
|-------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Using laser tracking                | 1                                                                                                                                                                                                       |
| Number of Load Stations             | Per physical layout                                                                                                                                                                                     |
| Number of Discharge Stations        | Per physical layout                                                                                                                                                                                     |
| Distance at Home Station            | See Item 3 below.                                                                                                                                                                                       |
| Slow Down Distance                  | Between 6 and 10 inches (152 and 254 mm) recommended                                                                                                                                                    |
| High Speed Distance (feet)          | Not currently implemented                                                                                                                                                                               |
| Counts at Left Oops Target          |                                                                                                                                                                                                         |
| Counts at Right Oops Target         | Disabled and not applicable to laser device.                                                                                                                                                            |
| Counts at Reset Point               |                                                                                                                                                                                                         |
| Stop Offset Counts                  | 0                                                                                                                                                                                                       |
| At Decel Time: in 10ths of a second | 0                                                                                                                                                                                                       |
| Laser Position                      | Face the direction that goods move as they are<br>loaded onto the shuttle bed. If the post-mounted<br>laser is located to the right of the shuttle, enter 0. If<br>to the left of the shuttle, enter 1. |

### 4. Testing

When you have entered all shuttle stop positions in the Drynet controller, test each position as explained in document BIVSRC01 "How to Test Traversing Shuttle Stop Positions."

- End of BIVSVI01 -

BIVSRC01 (Published) Book specs- Dates: 20110301 / 20110301 / 20110301 Lang: ENG01 Applic: VSR

## How to Test Traversing Shuttle Stop Positions

This instruction is for technicians responsible for setup and adjustment of traversing shuttles. This procedure requires the technician to work within the shuttle travel area while operating the shuttle in manual and automatic mode. The shuttle travel area is normally guarded and off limits to personnel while the shuttle has power. This instruction assumes specially qualified and authorized personnel who fully understand the hazards. Use extreme care when you enter the shuttle travel area.



**WARNING** 1: Strike and Crush Hazards—A traveling machine such as a shuttle can strike, crush, or entrap you if you ride on it or enter its path. Traveling machines or their components can move automatically in any direction. Placing a system machine on line by energizing the machine control may immediately summon a shuttle or other traveling machine.

- Do not attempt this procedure unless qualified and authorized.
- Ensure that bystanders do not enter the shuttle travel area.

Every shuttle installation is unique with regard to the positions at which the shuttle stops to receive and discharge goods. Each stop position must align with the device it receives from (typically a press) or discharges to (typically a dryer). After you configure the laundering system in the Miltrac, or other system controller and you initially define each stop position, use this procedure to test and adjust each stop position.

#### Supplement 1

#### How Shuttle Stop Positions are Controlled

To initially define each stop position, you manually move the shuttle to that position, visually align it with the transferring device, then set the target. Shuttles manufactured prior to December 2010 use physical targets along the rail or shuttle path. Newer shuttles and some older, retrofitted shuttles, use a laser device that measures the distance between the stationary laser and a single target located on the moving shuttle. In the newer type, you read a distance value displayed on the laser and enter this value for that stop position in the Drynet software. The procedure described in this document applies to both the older and the newer technologies.

## 1. Prepare the Laundering System

This procedure involves:

- the shuttle to be tested,
- any device(s) that load(s) the shuttle, such as a:
  - » press (cake shuttle)
  - » washer-extractor (loose goods shuttle)
  - » storage belt (cake or loose goods)
  - » tunnel (wet goods shuttle)
- any device that receives goods from the shuttle, such as a:
  - » dryer (cake or loose goods conveyor)
  - » no-dry station
  - » storage belt.

For safety and to maintain the necessary control of the devices involved in the test, set the devices per Table 1.

| Device                                    | Initial Setting |                                    | Comments                                                      |
|-------------------------------------------|-----------------|------------------------------------|---------------------------------------------------------------|
| Device                                    | Symbol          | Description                        | Comments                                                      |
| Shuttle to be tested                      | 1               | Start                              | Manual operation                                              |
| Shuttle to be tested                      | 2 C             | Manual mode                        | enabled                                                       |
| Any other shuttles that share this path   | $\bigotimes$    |                                    | Shut down. Ensure no movement.                                |
| Device(s) the shuttle receives goods from | $\bigotimes$    | Master switch off.                 | Shut down. Not needed<br>except to test this stop<br>position |
| Desire (a) the short (1)                  | 1               | Start                              | Net allowed to man inte                                       |
| Device(s) the shuttle discharges to       | ★① or<br>≪      | Load Not Allowed or<br>Manual mode | Not allowed to receive goods from the shuttle.                |

#### Table 1: Initial Device Settings

## 2. Test the Home Position and Aligned Stop Positions

Every shuttle installation has a home position. This is true regardless of how the shuttle is configured to act after it discharges goods (*Always return home*, *Homeless*—*return home when empty*, or *Homeless*). If there is only one position that loads the shuttle, this always coincides with the home position. The home position may also coincide with a position that receives from the shuttle. Whenever the machine (the shuttle) is stopped (O) in Automatic mode ( $\sqsubseteq$ ) and you start it (O), the shuttle returns home as part of the initialization procedure. To test the home position and any stop positions that coincide with it:

- 1. Move the shuttle manually  $(\mathbb{A})$  away from the home position, if it is at home.
- 2. Set the shuttle to the automatic mode  $(\Box)$ .
- 3. Stop, then start the machine  $(\mathbf{O}, \mathbf{O})$ . The shuttle will seek the home position.
- 4. When the shuttle stops at the home position, set the shuttle to the manual mode ( $\geq$ ).
- 5. Check shuttle alignment and adjust as required.
- 6. Repeat these steps as necessary.

#### 3. Test Stop Positions Where the Shuttle Discharges Goods

Choose a position (a device that receives goods from the shuttle) to test. The shuttle will go to this position if:

- this is the only available position to receive goods and
- the shuttle is encoded with batch codes that this position can accept.

With the shuttle at the home position, cause the shuttle to go to the test position as follows:

- 1. Set the device at the test position so it can receive a load (⊉ and ⊡). All other devices that can receive from the shuttle must be set so they cannot receive a load (⊉ or ≥).
- 2. Set the shuttle to the automatic mode  $(\Box)$ , then stop the machine  $(\bigcirc)$ .
- 3. Place a rag or similar object large enough to block the photo eye in the center of the top bed of the shuttle.
- 4. Start the machine (①). The shuttle bed will run until the photo eye is blocked. The *Cake Data* prompt will appear on the Drynet display or the 2 x 20 display.

- 5. Enter cake data for a dry code that the device at the test position can receive. Typically, a dryer can receive all but the no-dry code and a no-dry station can only receive the no-dry code. The shuttle will move toward the test position.
- 6. As soon as the shuttle stops at the test position and before a transfer can occur, stop the machine (①).
- 7. Remove the object from the shuttle bed.
- 8. Set the shuttle to the manual mode ( $\swarrow$ ) and start the machine ( $\bigcirc$ ).
- 9. Check shuttle alignment and adjust as necessary.
- 10. Set the shuttle to automatic mode  $(\mathbf{r})$ . The shuttle will return to the home position.
- 11. Repeat as necessary.

## 4. Test a non-Home Position Where the Shuttle Receives Goods

If an installation has two loading positions for the shuttle, at least one of these will not coincide with the home position. In such a case, the shuttle will likely be loaded by a storage device such as an elevating shuttle. To cause the traversing shuttle to move to the non-home loading position:

- 1. Set the traversing shuttle to the automatic mode  $(\mathbf{r})$ .
- 2. Place a rag or similar object in the center of the top belt of the device at the test position (the non-home device that loads the traversing shuttle).
- 3. Energize and start this device (o, o). The storage device bed will run until the photo eye is blocked. The *Cake Data* prompt will appear on the display for this device.
- 4. Enter cake data. This will summon the traversing shuttle.
- 5. As soon as the traversing shuttle stops at the test position and before a transfer can occur, stop the loading device (0).
- 6. Remove the object from the loading device bed.
- 7. Set the traversing shuttle to the manual mode ( $\geq$ ) and start the machine ( $\uparrow$ ).
- 8. Check shuttle alignment and adjust as necessary.
- 9. Set both the loading device and the traversing shuttle to automatic mode  $(\Box)$ . The traversing shuttle will return to the home position.
- 10. De-energize the loading device  $(\mathfrak{B})$ .
- 11. Repeat as necessary.

- End of BIVSRC01 -

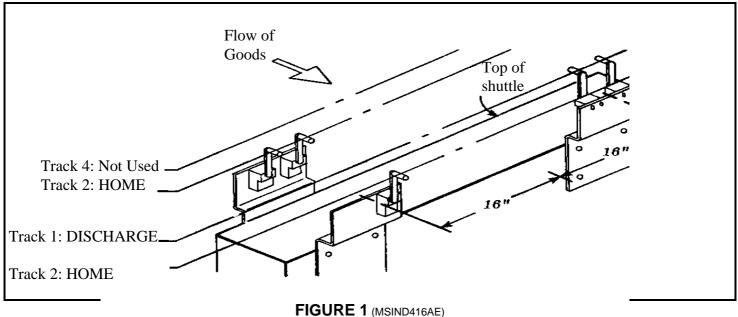
# **MOUNTING SHUTTLE SWITCH ACTUATORS**

Shuttle switch actuators are devices mounted on the support rail that actuate the various lever arm-type limit switches located at the top of the shuttle. Separate switches and switch actuators are used for the following basic functions:

| SWITCH NAME | FUNCTION                                                                                                                                   |
|-------------|--------------------------------------------------------------------------------------------------------------------------------------------|
|             | Stops the empty shuttle directly in front of the COINC/Press, where it will receive its next load.                                         |
| Discharge   | Stops the loaded shuttle directly in front of the dryer that is next to receive a load.                                                    |
|             | Causes the shuttle to stop, then begin moving slowly in the reverse direction if an error allows it to travel beyond the last normal stop. |

The standard locations of the limit switches on the shuttle frame are shown in FIGURE 1. The Home and Discharge functions, which require precise positioning, each use two switches to compensate for over-travel, as the shuttle may be traveling left or right. In either case, only one switch need be actuated to stop the shuttle.

By virtue of its distance away from the support rail centerline, each switch (or pair of switches) travels along a separate path (track) (see FIGURE 1).



Tracks for Aligning Switches with Actuator

Switch actuators must be mounted in the position in the actuator bracket corresponding to the appropriate track. For example, Oops actuators must always be mounted in the position corresponding to Track 3 (see FIGURE 2). Where appropriate, more than one actuator may be mounted in the same bracket.

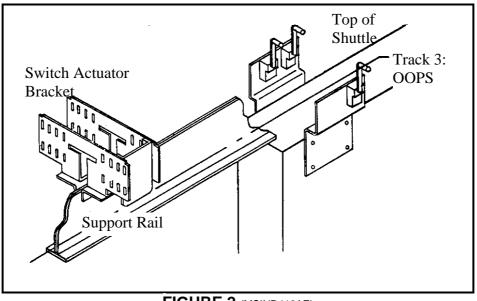


FIGURE 2 (MSIND416AE) Example: Track 3 Used To Align Oops Switch

# Actuator Types and the Crossover Option

Switch actuators are of three mechanical types: fixed, normally extended, and normally retracted (see FIGURE 3). The normally extended and normally retracted types are air-operated.

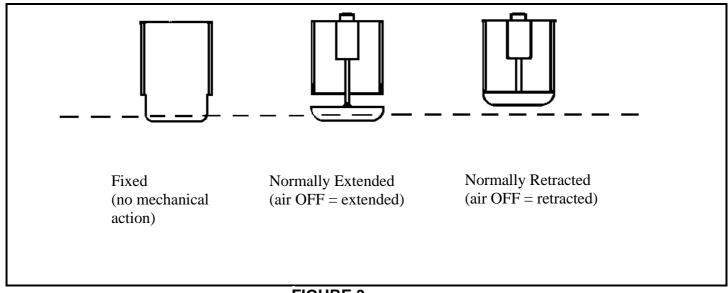


FIGURE 3 (MSIND416AE) Switch Actuator Types All Discharge actuators are of the normally retracted type. The type of actuator to be used for the Home and Oops functions depends on whether the crossover option is used. This option only applies to installations that use two or more CBW<sup>®</sup> systems, both feeding dryers along a common rail. Crossover circuitry allows the operator to select alternate modes of operation wherein the shuttle for one system enters the normal path of the other shuttle to feed the other system's dryers, if the other CBW<sup>®</sup> system is out of service. This option requires that Oops actuators are placed at various intermediate locations, depending on which dryers can be accessed by more than one shuttle. The types of actuators required for crossover and non-crossover conditions are as follows:

| ACTUATOR  | ACTUATOR TYPE      |                    |  |
|-----------|--------------------|--------------------|--|
| FUNCTION  | No Crossover       | With Crossover     |  |
| Home      | Fixed              | See NOTE 1         |  |
| Discharge | Normally Retracted | Normally Retracted |  |

**NOTE 1**: A Home actuator must be of the normally extended type if in any Crossover mode, the shuttle not assigned to that Home position must travel across that position. If at a particular installation, this cannot happen in any crossover mode, the Home actuator may be fixed.

**NOTE 2**: The two Oops actuators at the normal boundary between the two shuttle paths must be of the normally extended type and the single Oops actuators at the ends of the overlapping paths must be of the normally retracted type. As with single shuttle installations, the Oops actuators at the rail ends are of the fixed type. See "Locating Oops Actuators" in this section.

The various switch actuators must be precisely located on the shuttle rail so that the shuttle will stop at the intended positions. Because the limit switches on the shuttle are not centered on the shuttle frame (when viewed from the front) but are offset by 16", the switch actuator bracket for each position (dryer, press, etc.) must be offset from the centerline of that position on the same side and by the same amount as the corresponding switches on the shuttle.

All actuators must have a minimum spacing of 7.5" between each other.

В

# **Locating Home and Discharge Actuators**

A Home actuator is required for every shuttle. A Discharge actuator is required for every dryer and no-dry position with two exceptions:

- 1. Where a dryer or no-dry position is directly across from (on the same centerline as) another dryer or no-dry position, the two facing positions share the same Discharge actuator and bracket.
- 2. Where a dryer or no-dry position is directly across from (on the same centerline as) a press/COINC, the dryer or no-dry position does not use a Discharge actuator.

## **Locating Oops Actuators**

For installations with one or more shuttles, but no crossover capability, fixed Oops actuators are required at each end of travel of each shuttle. Where two shuttles operate on the same rail, the two adjoining Oops actuators at the common boundary must be spaced far enough apart to ensure that if both shuttles were stopped at these Oops positions, there would be at least 12" clearance between them.

For installations with crossover capability, Oops actuators are required at the normal limits of travel as well as the limits of travel of the overlapping paths, defined by each crossover mode. The types of Oops actuators used with crossover are identified in FIGURE 4.

Oops actuators must be placed such that the shuttle travels at least 7 1/2" beyond the last programmable stop which may be a dryer or no-dry (Discharge) position or a press/COINC (Home) position before actuating the Oops switch. If a service bay is provided beyond the last programmable shuttle stop, the Oops actuator must be located so that the shuttle travels at least 7 1/2" beyond this position before actuating the Oops switch. A service bay is a manual position and requires no actuator, itself.

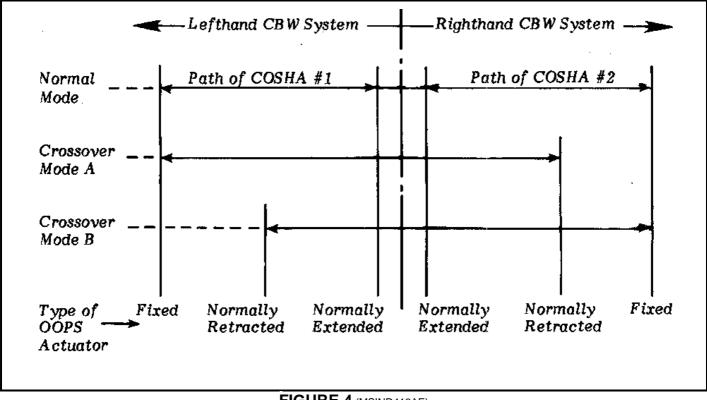
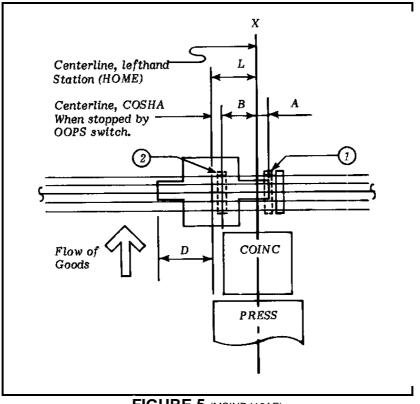


FIGURE 4 (MSIND416AE) Types of OOPS Actuators Used With Crossover

**Stopping Leftward Travel Beyond a Home Position**—When the last programmable stop in leftward travel is a press/COINC (Home position), and it is desired that the shuttle travels an additional distance "L" past the Home position before reaching the Oops position (7 1/2" minimum).

- For L between 7 1/2" and 16", add an Oops actuator and mounting bracket at location 1. A=16-L
- For L greater than 16", add an Oops actuator and mounting bracket at location 2. B=L-16

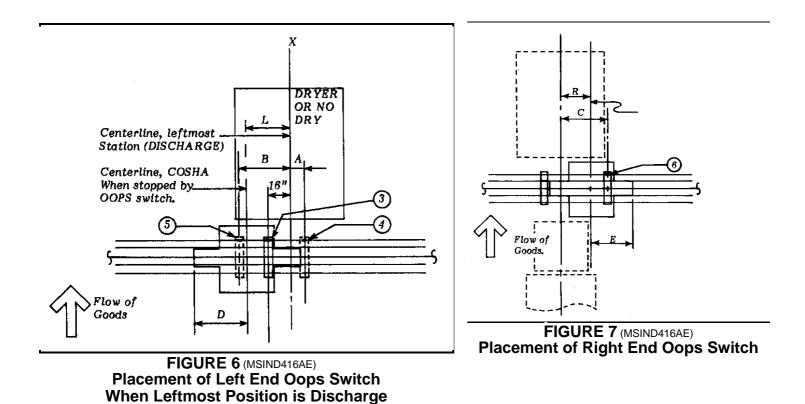




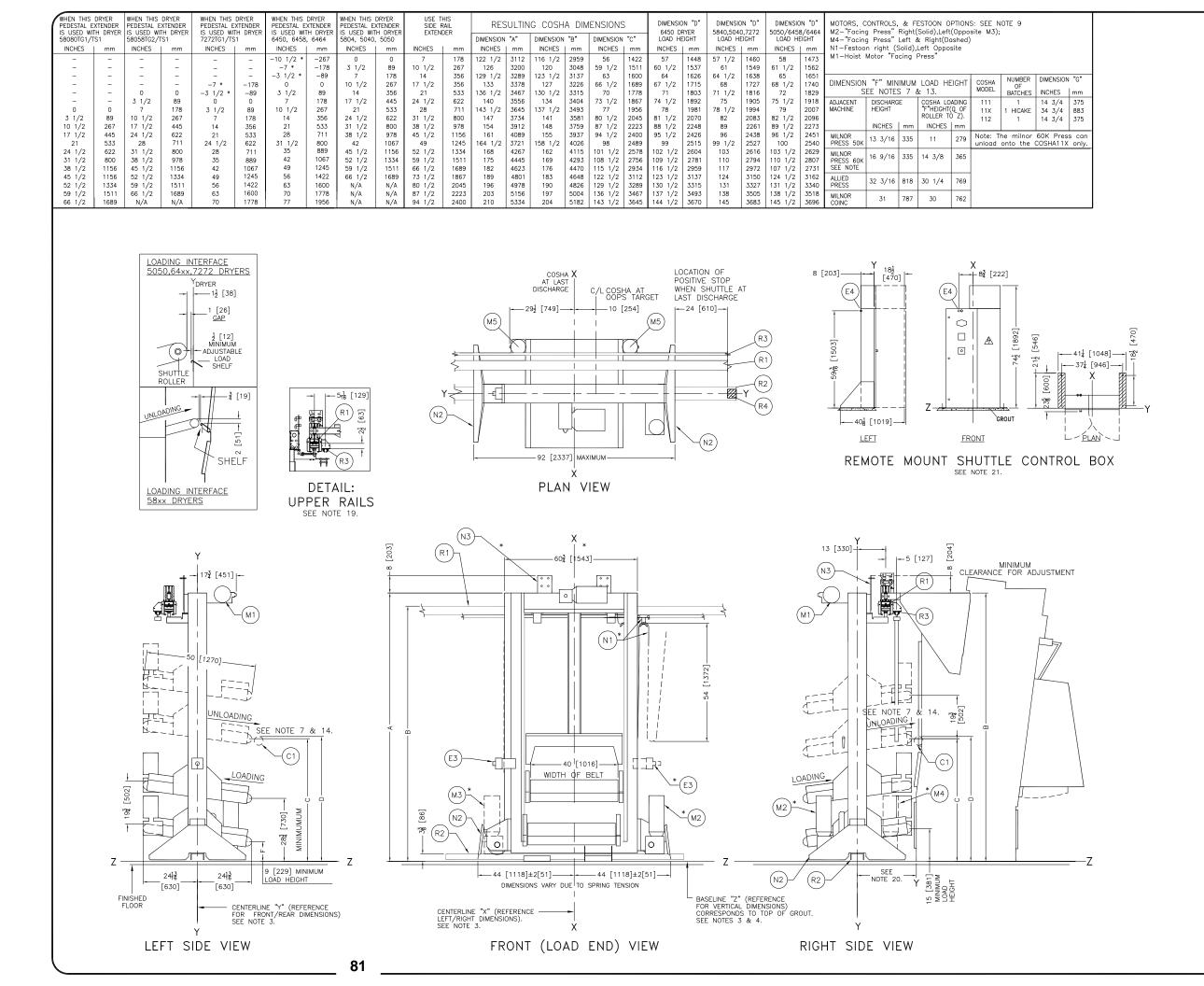
**Stopping Leftward Travel Beyond a Discharge Position**—When the last programmable stop in leftward travel is a dryer or no-dry (Discharge) position, and clearance at the left end of travel is not critical, it is convenient for the shuttle to travel 32" past the Discharge position before reaching the Oops position (L=32). This allows the Oops and Discharge actuators to share the same mounting bracket, as shown below. Otherwise, separate brackets must be used (see FIGURE 6).

- For L=32, mount the Oops actuator in the same bracket with the Discharge actuator (location 1).
- For L between 7 1/2" and 16", add an Oops actuator and a mounting bracket at location 2. A=16-L
- For L between 16" and 24 1/2" or larger than 39 1/2", add an Oops actuator and mounting bracket at location 3. B=L-16
- For L between 24 1/2" and 39 1/2" (but not 32"), consult the MILNOR<sup>®</sup> factory.

**Stopping Rightward Travel**—When it is desired that the shuttle travels an additional distance "R" past the last programmable stop (Home or Discharge position ) in the rightward direction (7 1/2" minimum), add an Oops actuator and mounting bracket at location 1. C=R+16 (see FIGURE 7).



# Dimensional Drawings



| R3   | FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE      |  |
|------|-------------------------------------------------------|--|
|      | PRICED SEPARATELY. SEE PRICE LIST.                    |  |
| R2   | BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE |  |
|      | PRICED SEPARATELY. SEE PRICE LIST.                    |  |
| R1   | UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE        |  |
|      | PRICED SEPARATELY. SEE PRICE LIST.                    |  |
| N3   | MOUNTING BRACKET FOR STOP SWITCH, OPTIONAL            |  |
| N2   | STANDARD SAFETY KICK PLATE, SPRING LOADED.            |  |
| *N1  | FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY      |  |
|      | MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST   |  |
|      | FOR NUMBER OF CARS.                                   |  |
| M5   | BELT MOTOR, ALTERNATES LEFT/RIGHT PER LEVEL.          |  |
| *M4  | BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND    |  |
|      | LOCATION.                                             |  |
| *M3  | BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND       |  |
|      | LOCATION.                                             |  |
| *M2  | BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND        |  |
|      | LOCATION.                                             |  |
| M1   | HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.        |  |
| E3   | EMERGENCY STOP BUTTON. SEE NOTE 12.                   |  |
| *E2  | LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (LEFT |  |
|      | HAND POSITION "DASHED")                               |  |
| *E1  | HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.      |  |
|      | (LEFT HAND POSITION "DASHED")                         |  |
| C1   | MILNOR DRYER ROLLER                                   |  |
| ITEM | LEGEND                                                |  |
|      |                                                       |  |

#### NOTES

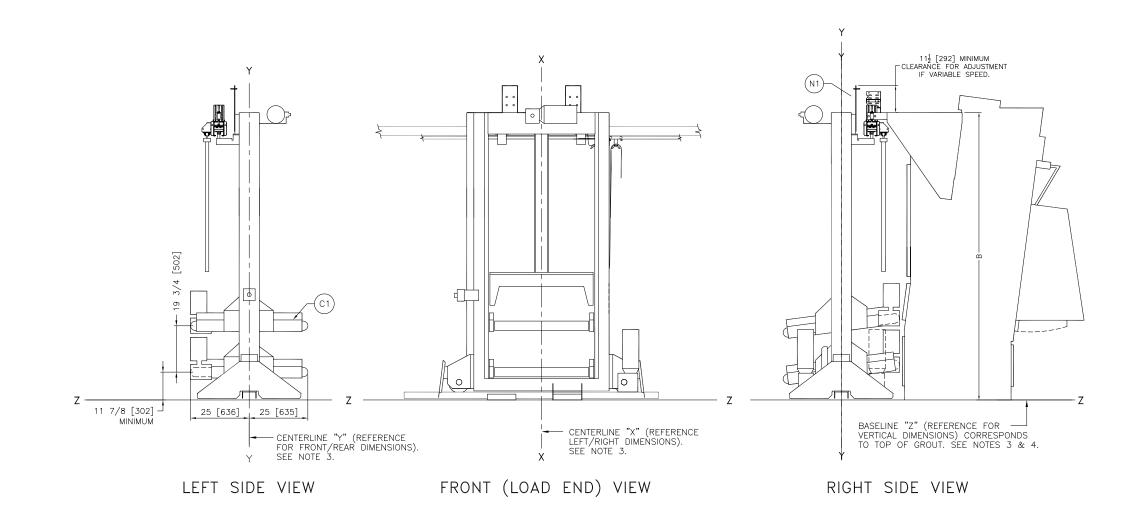
- 21 CONTROLS FOR THE SHUTTLE ARE CONTAINED IN THIS REMOTELY MOUNTED SHUTTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT.
- DIMENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYER DIMENSIONAL DRAWING
- 9 DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE ENTIRE RAIL LENGTH. 18 SEE BDLTRCLRAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END O
- RAIL OR WALL 17 SEE BDCOSHA1EB FOR DIMENSIONS OF HORIZONTAL BED AND VARIABLE SPEED
- 16 DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED
- To UNRENSION VANUES WITH HEIGHT OF EXTENDERS WHEN ADDED. 15 SEE BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS. 14 CAUTION BELT END ROLLER MUST BE 1 [25] ABOVE DRYER ROLLER AS SHOWN WHEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE DRYER ROLLER WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME DROP ON FLOOR.
- DROP ON FLOOR. 13 WHEN COSHA IS LOADED DIRECTLY FROM PRESS, EDGE OF CONVEYOR MUST BE 2 1/4 [57] MINIMUM FROM REAR FACE OF PRESS, THIS ALLOWS FOR CLEARANCE OF WATER CATCHER AND PRESS SLED WHEN EXTENDED. 12 EMERGENCY STOPS ARE LOCATED ON BOTH LEFT AND RIGHT SIDES OF THE
- SHUTTLE.
- 12 EMERGENCY STOPS ARE LOCATED ON BOTH LEFT AND RIGHT SIDES OF THE SHUTTLE.
  SHUTTLE.
  SHUTTLE XTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THOSE THAT SATISFY MOST FACILITY ROUTRENETS. HOWEVER, THE SHUTTLE MAY BE SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY.
  10 COSHA MODEL NUMBERS SHOWN IN THE TABLE INDICATE NUMBER AND COSHA MODEL NUMBERS SHOWN IN THE TABLE.
  12 COSHA MODEL NUMBERS SHOWN IN THE TABLE.
  13 COSHA MODEL NUMBERS ENDING IN AN X" DENOTATION THE CONVEYOR LENGTH AND TWO LEVELS OF CONVEYOR WIDTH, ONE BATCH ON THE CONVEYOR LENGTH AND TWO LEVELS OF CONVEYORS FOR A TOTAL OF TWO BATCHES. IN SINGLE CONVEYOR COSHAS, MODEL NUMBERS ENDING IN AN X" DENOT COSHA SINGLE CONVEYOR COSHAS, MODEL NUMBERS ENDING IN AN X" DENOT COSHAS AND COMPONENT HICAKE" CONVEYOR, COSHA112 SHOWN ON THIS DRAWING.
  19 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT PLACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN. COMPONENT LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY MACHINE SPECIFICATIONS.
  14 CONVEYOR MICH AN ASTERISK ARE THOSE EFFECTED BY
- INFORMATION.
- AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR. 7 SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINES AND HEIGHT OFF FLOOR.

- 7 SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINES AND HEIGRT OFF FLOOR.
  6 AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS: 36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL. 42 [1057] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL. 42 [1057] IF OBJECT IS AN UNGROUNDED MISULATED) WALL. 43 [1219] IF OBJECT IS ANY UNEY PART. CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.
  5 CUSTOMET TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO MACHINE. A SEPRATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO EQUIPMENT.
  4 BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHED FLOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT BASELINE "Z" IS HORTONIL. AND ALL COMPONENTS REQUIRING ROUT ARE SET ON A MINIMUM I\* [25] THICK GROUT BED.
  3 USE REFERENCE LINES "L', "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.
  2 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.
  1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUTS NOTE CHARUCH REDESIGN AND/OR RELOCATION OF COMPONENTS, FIC. DO NOT USE THAT INCUGH REDESIGN AND/OR RELOCATION OF COMPONENTS, FIC. DO NOT USE THAT INCUGH REDESIGN AND/OR RELOCATION OF COMPONENTS, FIC. DO NOT WEE FOR CONSTRUCTION UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN TIVE FEET FROM MACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE MOVED THROUGH NARRAW OR LOW CORRIDOR SOM PRENDS.
  MOTTE THEOLOW MORE DAVING AND HALLE DEVENDED ON DISCE THATE IN THE FEET FROM MACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE MOVED THROUGH NARRAW OR LOW CORRIDORS OF PRINCES.

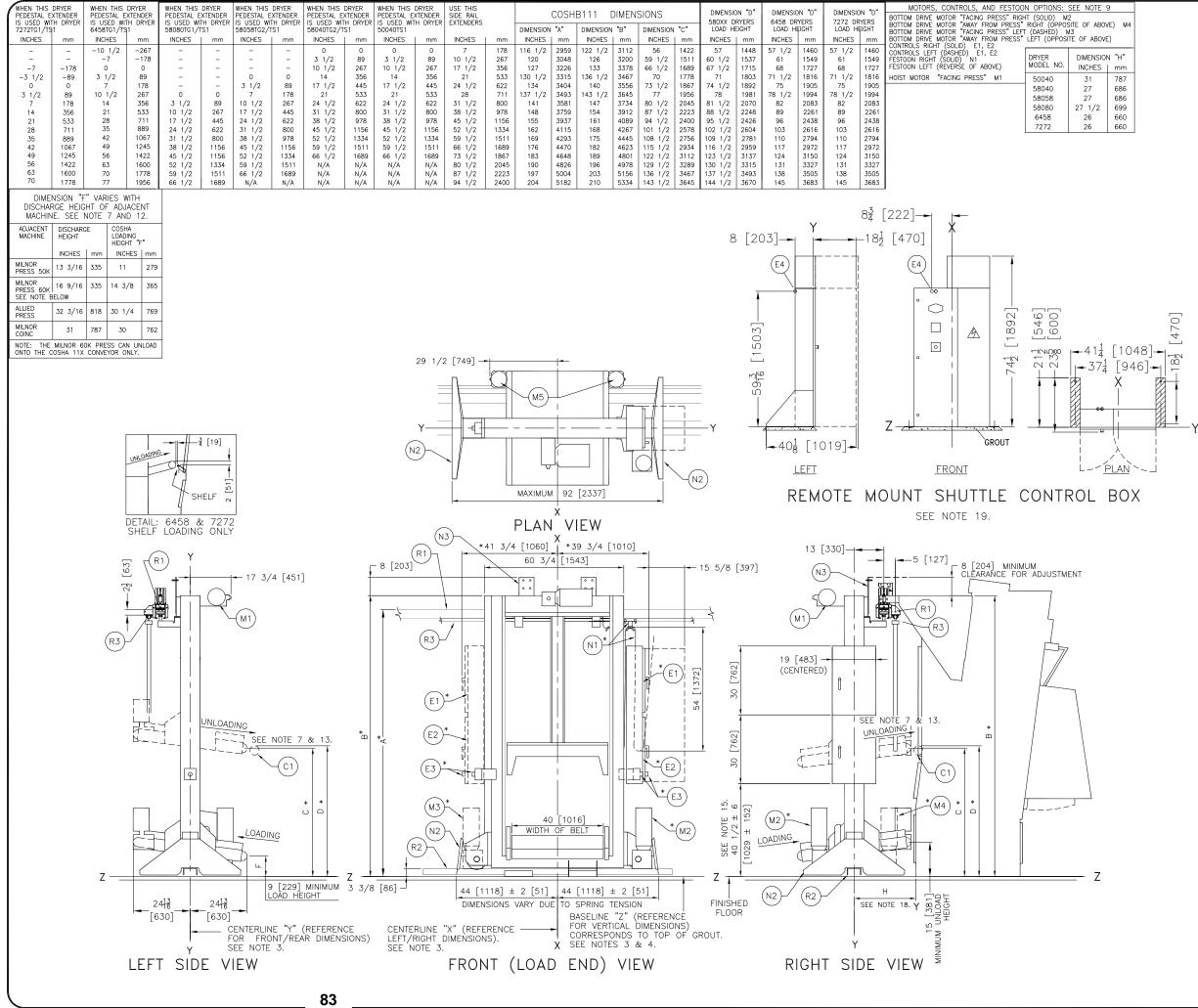
MOST REGULATORY AUTHORITIES (INCLUMES OR OPENINGS. ATTENTION OWNER/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT. ACCORDINGLY, THE OWNER/USER MUST RECOGNIZE ALL FORESERABLE SAFETY HAZARDS, FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL FORESERABLE SAFETY HAZARDS, FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL FORESERABLE SAFETY HAZARDS, FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL FORESERABLE SAFETY HAZARDS, FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PRESONNEL WHO MAY COME IN CONTACT WITH THE INSTRUCTIONS, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY GUARDS, FORCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT WANUFACTURER OR VENDOR.

ANALOFACIONER OR VENDOR. ATTENTION THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT STRENGTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT FREQUENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE INCLUDING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORCE GENERATED DURING ITS OPERATION. WITTE THE FACTORY FOR ADDITIONAL MACHINE DATA FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.

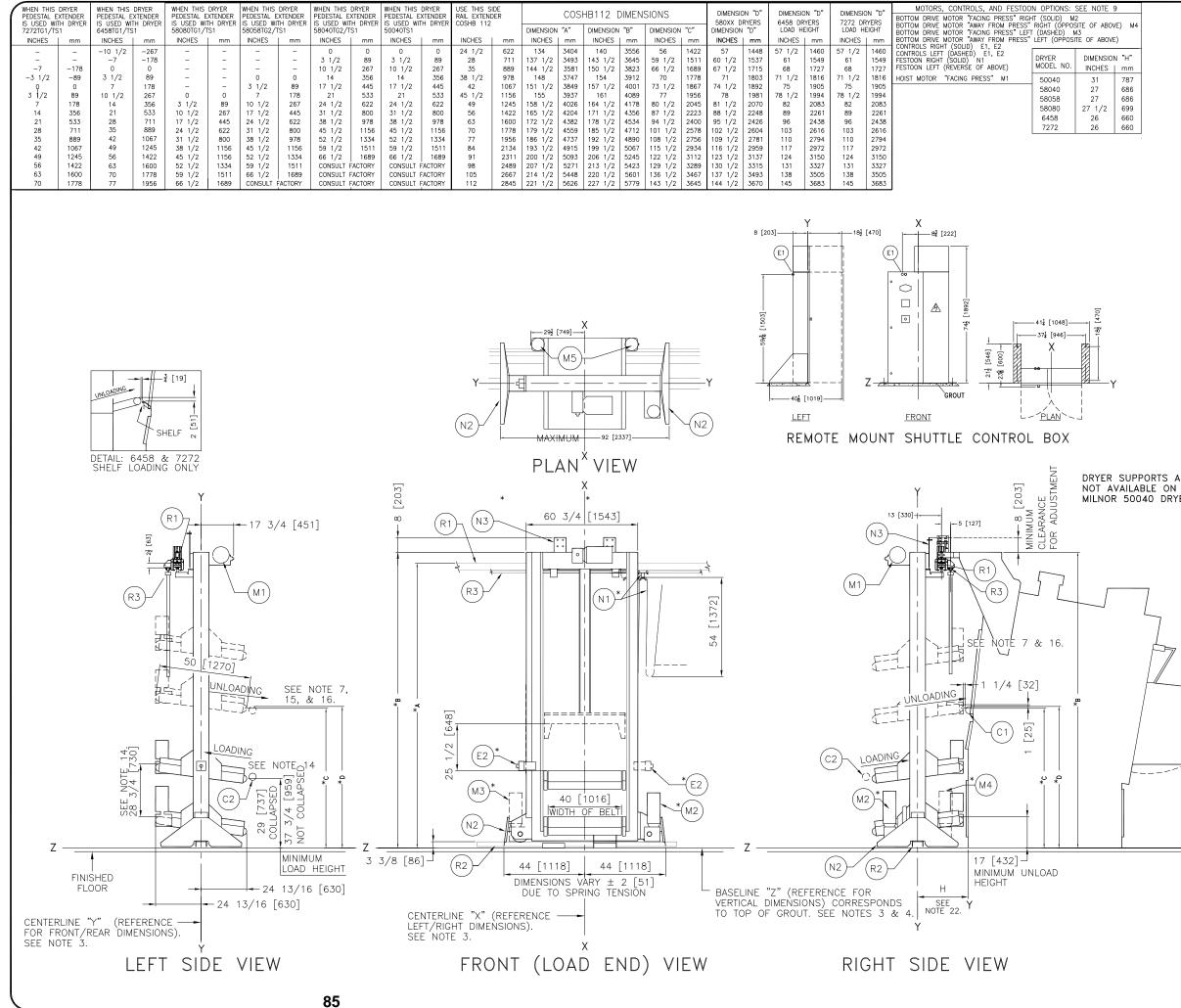


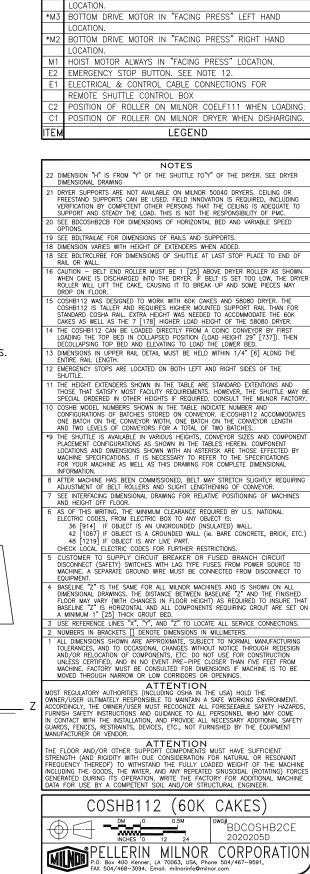


| N1         MOUNTING         BRACKET         FOR         STOP         SWITCH           C1         HORIZONTAL         BEDS                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ITEM LEGEND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| NOTES<br>16 SEE BOLTRCLARE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br>RAIL OR WALL.                                                                                                                                                                                                                                                                                                                                                                                                         |
| 15 SEE BDLTRAILAE FOR DIMENSIONS OF RALS AND SUPPORTS. 14 CAUTON – BELT END ROLLER MUST BE 1 [25] ABOVE DRYER ROLLER AS SHOWN<br>WHEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE DRYE<br>ROLLER WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY<br>DROP ON FLOOR.                                                                                                                                                                                                       |
| 13 WHEN COSHA IS LOADED DIRECTLY FROM PRESS, EDGE OF CONVEYOR MUST BE<br>2 1/4 [57] MINIMUM FROM REAR FACE OF PRESS. THIS ALLOWS FOR CLEARANCE<br>OF WATER CATCHER AND PRESS SLED WHEN EXTENDED.                                                                                                                                                                                                                                                                                                           |
| 12 EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br>THE CONTROL. BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE RAIL<br>MEMBER OPPOSITE THE CONTROLS.                                                                                                                                                                                                                                                   |
| 11 THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE<br>SPECIAL ORDFRED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILINOR FACTORY                                                                                                                                                                                                                                                                                 |
| 10 COSHA MODEL NUMBERS SHOWN IN THE TABLE INDICATE NUMBER AND<br>CONFIGURATIONS OF BATCHES STORED ON CONFORT, LECOSHA 112 ACCOMMODAT<br>ONE BATCH ON THE COMPETOR WIDH, ONE BATCH ON THE COMPETOR LENGTH AND<br>TWO ATTENDED UNWERS FOR A TOTA YT TWO THE COMPETOR SHOLE COMPETOR<br>CELARALE, DIMENSION 'G'. LE: COSHA 11X ACCOMMODATES ONE BATCH ON THE<br>COMPETOR WIDH, ONE BATCH ON THE COMPETOR LENGTH AND ONE LEVEL EXTRA<br>VIEW STORE COMPETIONE BATCH ON THE COMPETOR LENGTH AND ONE LEVEL EXTRA |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| *9 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONEN<br>PLACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN. COMPONENT<br>LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY<br>MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS<br>FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br>INFORMATION.                                                                                                                   |
| 8 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.                                                                                                                                                                                                                                                                                                                                                               |
| 7 SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINES<br>AND HEIGHT OFF FLOOR.     6 AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:                                                                                                                                                                                                                                                                       |
| ELECTING CODES, FROM ELECTING BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNCOUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.<br>48 [1219] IF OBJECT IS ANY LIVE PART.<br>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                                                                                                     |
| 5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br>EQUIPMENT.                                                                                                                                                                                                                                                                                |
| 4 BASELINE "Z" IS THE SAME FOR ALL MILLOR MACHINES AND IS SHOWN ON ALL<br>DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHED<br>FLOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THA<br>BASELINE "Z" IS HOTZOTIKA AND ALL COMPONENTS REQUIRING GROUT ARE SET O<br>A MINIMUM 1" [25] THICK GROUT BED.                                                                                                                                                              |
| 3 USE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.<br>2 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.<br>4 NU BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.                                                                                                                                                                                                                                                                                                             |
| 1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, AND TO CCCASIONAL CHANCES WITHOUT NOTICE THROUGH REDESIGN<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>MACHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                              |
| MOST REGULATORY AUTHORITIES (INCLUDING OSHA IN THE USA) HOLD THE<br>OWNER/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.<br>ACCORDINCI, THE OWNER/USER MUST RECOCONIZE ALL FORESCEABLE SAFETY HAZARDS<br>FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME<br>IN CONTACT WITH THE INSTRULATION, AND PROVIDE ALL NECESSART ADDITIONAL SAFETY<br>GUARDS, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT<br>MANUFACTURER OR VENDOR.              |
| THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>STEENCTH (AND RIGOTTY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT<br>FREQUENCY THEFEOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE<br>INCLUDING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORGE<br>GENERATED DURING ITS OPERATION, WITHE THE FACTORY FOR ADDITIONAL MACHINE<br>DATA FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.                                                               |
| COSHA 111, 11X & 112 OPTIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| DVG#BDCOSHA1EB                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| PELLERIN MILNOR CORPORATION<br>P.O. Box 400 Kenner, LA 70063, USA, Phone 504/467-9591,<br>FAX 504/468-3094, Email: millrorinfo@millior.com                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |



| R3                      | FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |
|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
|                         | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |
| R2                      | BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE<br>PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                          |  |  |
| R1                      | UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |
| 117                     | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |
| N3<br>N2                | MOUNTING BRACKET FOR STOP SWITCH<br>STANDARD SAFETY KICK PLATE, SPRING LOADED.                                                                                                                                                                                                                                                                                                                                                                       |  |  |
| *N1                     | FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |
|                         | MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST<br>FOR NUMBER OF CARS.                                                                                                                                                                                                                                                                                                                                                                           |  |  |
| M5                      | FOR NUMBER OF CARS.<br>BELT MOTOR, ALTERNATES LEFT/RIGHT PER LEVEL.                                                                                                                                                                                                                                                                                                                                                                                  |  |  |
| *M4                     | BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |
| *M3                     | LOCATION.<br>BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND                                                                                                                                                                                                                                                                                                                                                                                         |  |  |
| MIG                     | LOCATION.                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |
| *M2                     | BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |
| M1                      | LOCATION.<br>HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.                                                                                                                                                                                                                                                                                                                                                                                          |  |  |
| E3                      | EMERGENCY STOP BUTTON. SEE NOTE 12.                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |
| *E2                     | LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (LEFT<br>HAND POSITION "DASHED")                                                                                                                                                                                                                                                                                                                                                                     |  |  |
| *E1                     | HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |
|                         | (LEFT HAND POSITION "DASHED")                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |
|                         | MILNOR DRYER ROLLER                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |
| ITEM                    | LEGEND                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |  |
| 19 CC<br>SH             | NOTES<br>INTROLS FOR THE SHUTTLE ARE CONTAINED IN THIS REMOTELY MOUNTED<br>IUTTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT.                                                                                                                                                                                                                                                                                                          |  |  |
|                         | MENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYER<br>MENSIONAL DRAWING                                                                                                                                                                                                                                                                                                                                                            |  |  |
| 17 DI                   | MENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE TITRE RAIL LENGTH.                                                                                                                                                                                                                                                                                                                                                              |  |  |
| 16 SE                   | E BDLTRCLRAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF                                                                                                                                                                                                                                                                                                                                                                                  |  |  |
| 15 DI                   | IL OR WALL.<br>MENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.                                                                                                                                                                                                                                                                                                                                                                                   |  |  |
|                         | E BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.<br>.UTION – BELT END ROLLER MUST BE 1 [25] ABOVE DRYER ROLLER AS SHOWN                                                                                                                                                                                                                                                                                                                            |  |  |
| RC                      | WHEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE DRYER ROLLER WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY                                                                                                                                                                                                                                                                                                      |  |  |
| 12 W                    | 00P ON FLOOR.<br>HEN COSHA IS LOADED DIRECTLY FROM PRESS, EDGE OF CONVEYOR MUST BE<br>1/4 [57] MINIMUM FROM REAR FACE OF PRESS, THIS ALLOWS FOR CLEARANCE                                                                                                                                                                                                                                                                                            |  |  |
| OF                      | WATER CATCHER AND PRESS SLED WHEN EXTENDED.                                                                                                                                                                                                                                                                                                                                                                                                          |  |  |
| SH                      | 11 EMERGENCY STOPS ARE LOCATED ON BOTH LEFT AND RIGHT SIDES OF THE SHUTTLE.                                                                                                                                                                                                                                                                                                                                                                          |  |  |
| 10 TH                   | 10 THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HORVEVER, THE SHUTTLE MAY BE<br>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILLING FACTORY.                                                                                                                                                                                                                  |  |  |
| *9 TH<br>PL<br>LC<br>M/ | SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY.<br>*9 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br>PLACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN. COMPONENT<br>LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY<br>MACHINE SPECIFICATIONS. ITS INCESSARY TO REFER TO THE SPECIFICATIONS<br>FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL |  |  |
|                         | FORMATION.<br>TER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING                                                                                                                                                                                                                                                                                                                                                                 |  |  |
| 7 SE                    | TER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>JUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.<br>E INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINES                                                                                                                                                                                                                                     |  |  |
| AN                      | AND HEIGHT OFF FLOOR.                                                                                                                                                                                                                                                                                                                                                                                                                                |  |  |
|                         | OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)<br>48 [1219] IF OBJECT IS ANY LIVE PART.<br>ECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                             |  |  |
| 5 0                     | STOME TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>SCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO                                                                                                                                                                                                                                                                                                                       |  |  |
| FC                      | AUTINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO                                                                                                                                                                                                                                                                                                                                                                                  |  |  |
| 4 BA<br>DI              | SELINE "2" IS THE SAME FOR ALL MILNOR MACHINES AND IS SNOWN ON ALL<br>MENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "2" AND THE FINISHED<br>OOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT<br>SCELINE "2" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>MINNUM 1" [25] THICK ROOUT BED.                                                                                                                 |  |  |
| 3 US                    | E REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.                                                                                                                                                                                                                                                                                                                                                                               |  |  |
| 2 NU<br>1 AL            | IMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.<br>L DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING                                                                                                                                                                                                                                                                                                                       |  |  |
| TO<br>AN                | L DIMENSIONS SHOWN ARE APPROXIMATE SUBJECT TO NORMAL MANUFACTURING<br>LERANCES, AND TO ACCASIGNAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>D/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>ALESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>CHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS, IF MACHINE IS TO BE                                                                                         |  |  |
| MA<br>MC                | ALESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>CHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>VIED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                                                                                                     |  |  |
| NOCT                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |  |
| OWNER                   | /USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.<br>DINGLY, THE OWNER/USER MUST RECOGNIZE ALL FORESEEABLE SAFETY HAZARDS,                                                                                                                                                                                                                                                                                                        |  |  |
| FURNIS                  | REGULINGER AUTORITIES UNCLOUING OSHE IN THE USAY HOLD THE<br>VUSER ULTMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT<br>DINGLY, THE OWNER/USER MUST RECOGNIZE ALL FORESEEABLE SAFETY HAZARDS,<br>IN SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME<br>TACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>S, FENCES, RESTRAINTS, DEVCES, ETC., NOF FURNISHED BY THE EQUIPMENT                      |  |  |
| GUARD<br>MANUF          | ACTURER OR VENDOR.                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |
| THE F                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |  |
| FREQU                   | ENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE<br>INIG THE GOODS, THE WATER, AND ANY REPEATED SINUISOIDAL (ROTATING) FORFS                                                                                                                                                                                                                                                                                                        |  |  |
| GENER                   | LOUR NUL/OK OTHER SOFFORT COMPONENTS MUST HAVE SOFFICIENT<br>(STH (AND REGISTY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT<br>ENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE<br>INNG THE GOOS THE WATER AND ANY REPEATED SINUSIDAL (NOTHING) FORCES<br>NATED DURING ITS OPERATION. WRITE THE FACTORY FOR ADDITIONAL MACHINE<br>FOR USE BY A COMPETENT SOLL AND/OR STRUCTURAL ENGINEER.                                         |  |  |
| $\square$               | COSHB111 (60K)                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |
| -                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |  |
| $\vdash$                | INCHES '0 12 20202030                                                                                                                                                                                                                                                                                                                                                                                                                                |  |  |
| M                       | PELLERIN MILNOR CORPORATION<br>P.O. Box 400 Kenner, LA 70063, USA, Phone 504/467-9591,<br>FAX 504/468-3094, Emaîl: milnorinfo@milnor.com                                                                                                                                                                                                                                                                                                             |  |  |





ESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE

JPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE

TANDARD SAFETY KICK PLATE, SPRING LOADED

BELT MOTOR, ALTERNATES LEFT/RIGHT PER LEVEL

OTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY

FESTOON CABLE SUPPORT CARS. CARS SUPPLIED BY MILNOF

BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND

AND MAY BE PRICED SEPARATELY. SEE PRICE LIST FOR

RICED SEPARATELY. SEE PRICE LIST.

PRICED SEPARATELY. SEE PRICE LIST.

MOUNTING BRACKET FOR STOP SWITCH

NUMBER OF CARS.

E PRICED SEPARATELY. SEE PRICE LIST

R3

N3

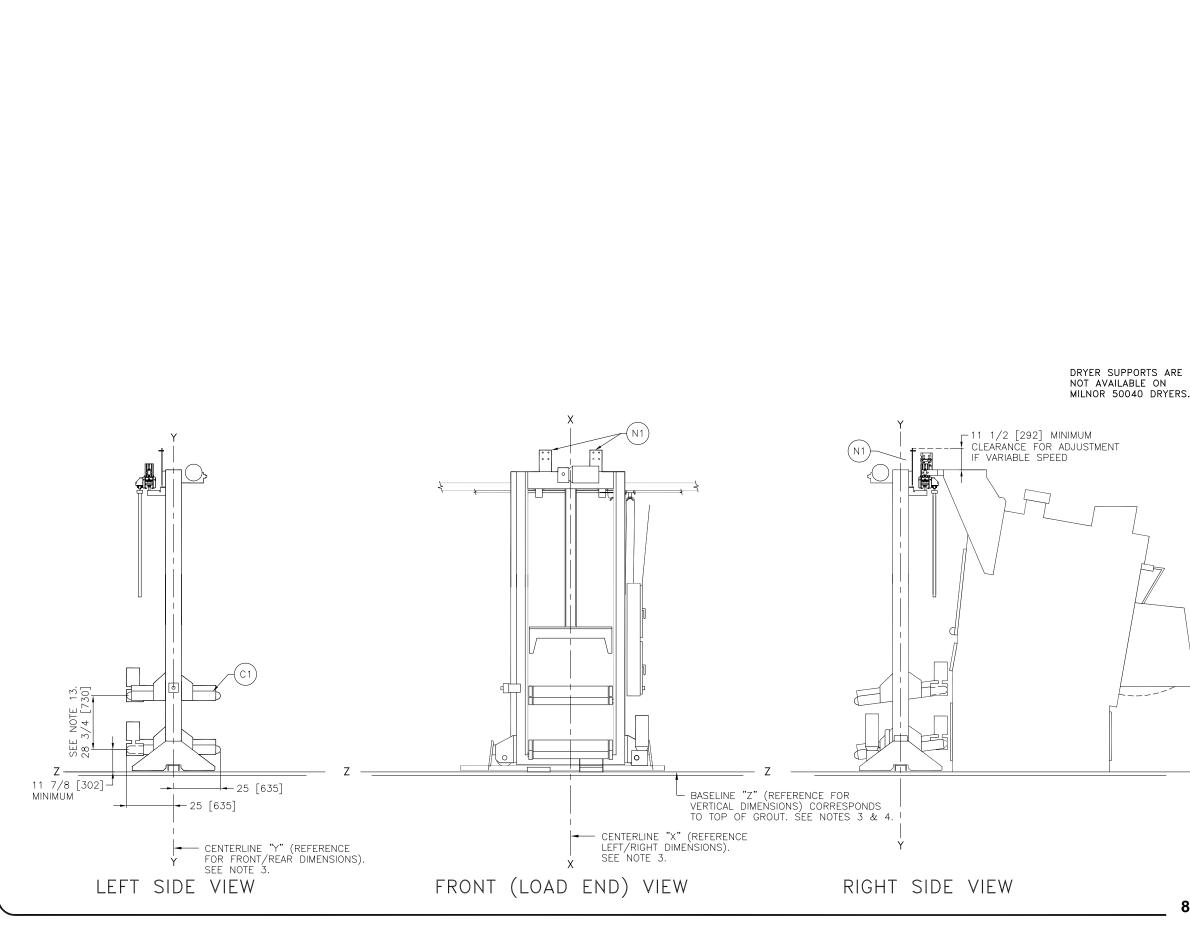
\*N1

M5

\*M4

# DRYER SUPPORTS ARE

MILNOR 50040 DRYERS.



N1

MOUNTING BRACKET FOR STOP SWITCH

HORIZONTAL BEDS

LEGEND NOTES 18 DRYER SUPPORTS ARE NOT AVAILABLE ON MILNOR 50040 DRYERS. CEILING OR FREESTAND SUPPORTS CAN BE USED. FIELD INNOVATION IS REQUIRED, INCLUDING VERIFICATION BY COMPETENT OTHER PERSONS THAT THE CEILING IS ADEQUATE TO SUPPORT AND STEADY THE LOAD. THIS IS NOT THE RESPONSIBILITY OF PMC. 17 SEE BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS. 17 SEE BDLTRAILAE FOR DIMENSIONS OF RALLS AND SUPPORTS. 16 SEE BDLTRCLRAE FOR DIMENSIONS OF RAULTLE AT LAST STOP PLACE TO END OF RAIL OR WALL. 15 CALITION – BELT END ROLLER MUST BE 1 [25] ABOVE DRYER ROLLER AS SHOWN WHEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE DRYER ROLLER WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY DROP ON FLOOR. 
 ROLLER. WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY DROP ON FLOOR.

 14 COSHB112 WAS DESIGNED TO WORK WITH 60K CAKES AND 58080 DRYER. THE COSHB112 IS TALLER AND REQUIRES HIGHER MOUNTED SUPPORT RAIL THAN FOR STANDARD COSHA RAIL EXTRA HEIGHT WAS NEEDED TO ACCOMMODATE THE 60K CAKED AS WELL AS THE 7 [178] HIGHER LOAD HEIGHT OF THE 58080 DRYER.

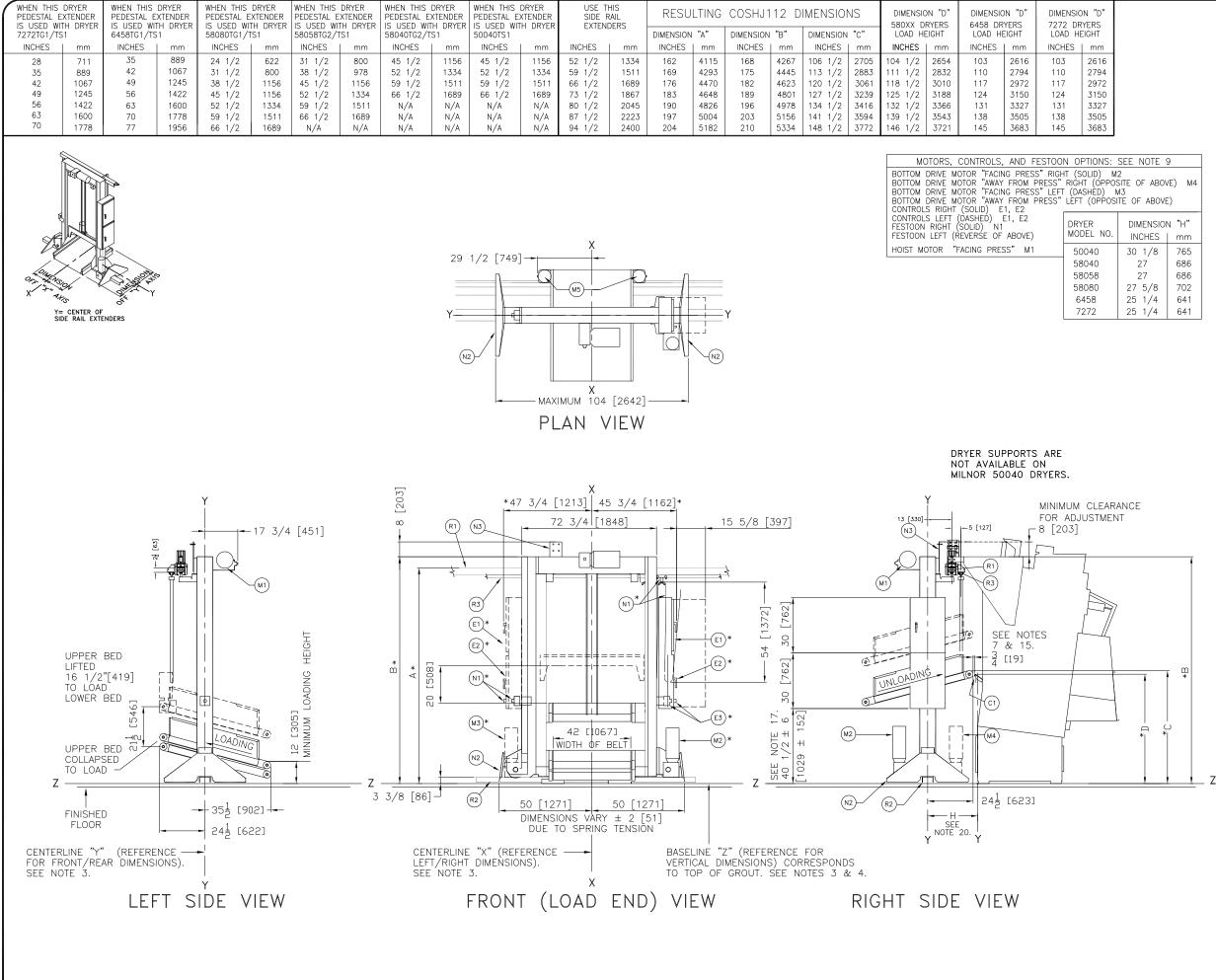
 13 THE COSHB112 CAN BE LOADED DIDECTLY FROM A COINC CONKEYOR BY FIRST LOADING THE TOP BED IN COLLAPSED POSITION (LOAD HEIGHT IS 29 [737]). THEN DECOLLAPSING THE TOP BED AND ELVATING TO LOAD THE LOWER BED.

 12 EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE BOOR OF THE CONTROL BOX. THE SECOND EMERGENCY STOPS IS MOUNTED TO THE SIDE RAIL MEMBER OPPOSITE THE CONTROLS.

 11 THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY BE SPECIAL ORDERED IN OTHER HEIGED ON CONTROL. CONSULT THE MILTOR FACTORY.

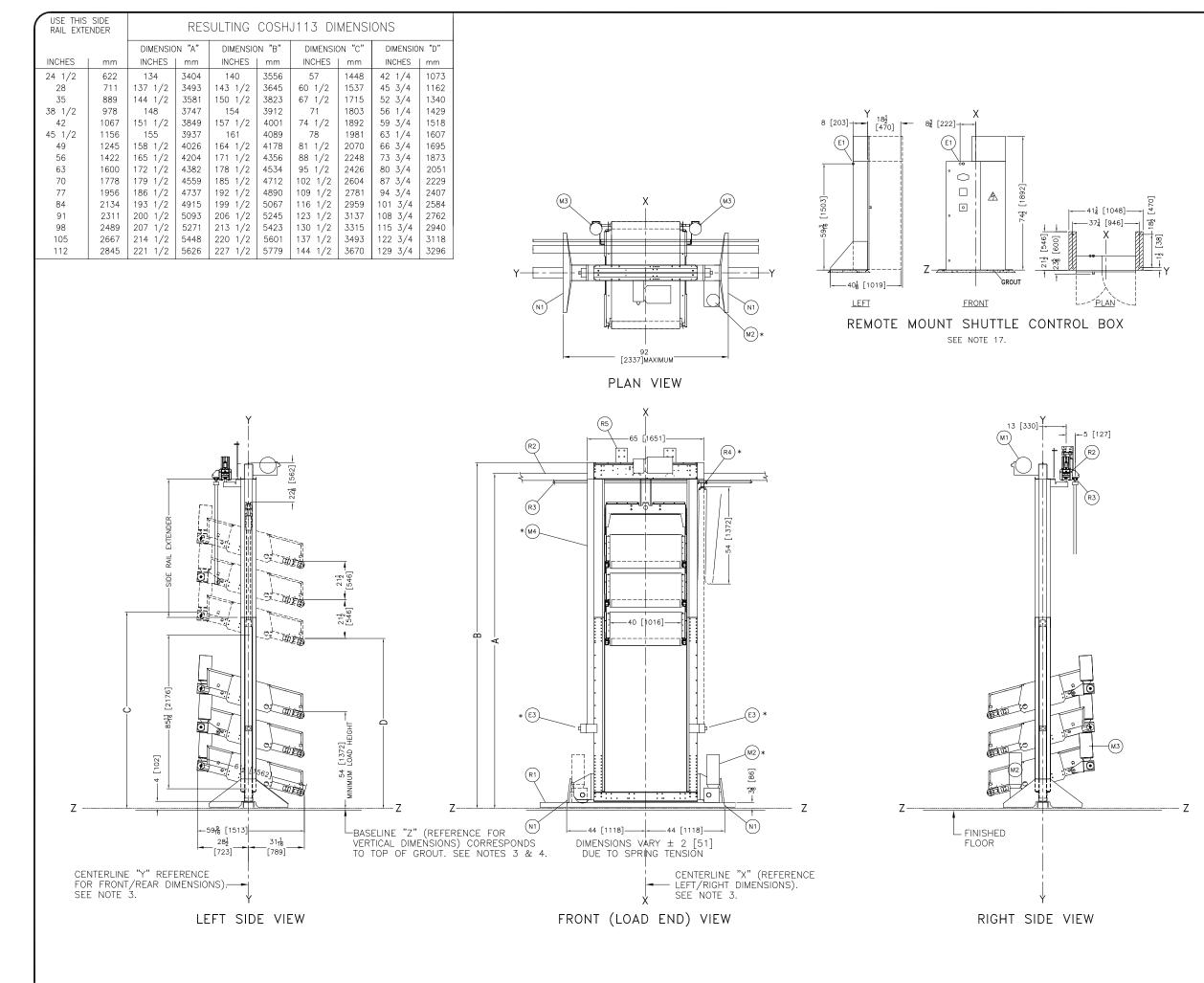
 10 COSHB MODEL NUMBERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY BE SPECIAL ORDERED IN OTHER MEDGED ON CONFYOR. EXCOSHB112 ACCOMMODATES ONFEBATCHS OF CONVEYORS WOTH, ONE BATCH ON THE CONVEYOR LENGTH AND TWO LEVELS OF CONVEYORS FOR A TOTAL OF TWO BATCHES.

 \*9 THE SHUTTLE IS AND ARED ON THAT AND BATCH S.
 TWO LEVELS OF CONVEYORS FOR A TOTAL OF TWO BATCHES. THE SHUTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONEN PLACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN, COMPONENT LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION. AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR. 7 SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINES AND HEIGHT OFF FLOOR. 7 SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINES
 AND HEIGHT OFF FLOOR.
 AS OF THIS WRITING, THE MINIMUM CLEARANCE REDUIRED BY U.S. NATIONAL
 ELECTRIC COOR.
 AS OF THIS WRITING, THE MINIMUM CLEARANCE REDUIRED BY U.S. NATIONAL
 ELECTRIC CODES, FROM ELECTRIC BOX DAYY OBJECT IS:
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 48 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)
 49 [1219] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)
 40 [1219] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)
 40 [5129] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)
 50 SIGONNECT (SAFETY) SWITCHES WITH LAC TYPE FUSES FROM POWER SOURCE TO
 MACHINE, A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO
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 4 BASELINE "Z" IS THE SAME FOR ALL MILLOR MACHINES AND IS SHOWN ON ALL
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| E NOTE 9 | 9      |
|----------|--------|
| OF ABO   | /E) M4 |
| OF ABOVE | E)     |
| DIMENSIO | N "H"  |
| INCHES   | mm     |
| 0 1/8    | 765    |
| 27       | 686    |
| 27       | 686    |
| 7 5/8    | 702    |
| 5 1/4    | 641    |
| 5 1/4    | 641    |
|          |        |

| <ul> <li>R3 FESTOON RAIL. RAIL. SUPPLIED BY MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST.</li> <li>R2 BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST.</li> <li>R1 UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST.</li> <li>N3 MOUNTING BRACKET FOR STOP SWITCH.</li> <li>N3 MOUNTING BRACKET FOR STOP SWITCH.</li> <li>N3 MOUNTING BRACKET FOR STOP SWITCH.</li> <li>N4 MAY BE PRICED SEPARATELY. SEE PRICE LIST FOR NUMBER OF CARS.</li> <li>N4 BOTTOM DARVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND LOCATION.</li> <li>M4 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND LOCATION.</li> <li>M4 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND LOCATION.</li> <li>M4 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND LOCATION.</li> <li>M4 BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.</li> <li>M5 BELT MOTOR, ALWAYS IN "FACING PRESS" LOCATION.</li> <li>M6 DOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.</li> <li>M6 DOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.</li> <li>M6 DOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.</li> <li>M7 BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.</li> <li>M1 HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.</li> <li>M1 HOIST MOTOR ALWAYS IN "FACING PRESS"</li> <li>M1 HOIST MOTOR ALWAYS IN "FACING PRESS" INCOMING.</li> <li>M1 HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.</li> <li>M2 LIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>M2 LIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>M2 LIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>M2 LIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>M2 LIGH NOT YO 'O' THE SHOT Y' O' THE DRIVER. SEE DRIVE SEE AND SUPPORTS.</li> <li>M3 BOTTOM DRIVE ROT VAILABLE ON MILNOR SOOM DRIVERS CELLING ON PRESSTAND SUPPORTS.</li> <li>M3 BOTTOM DRIVE ROT VAILABLE ON MILNOR SOOM DRIVERS CELLING ON PRESSTAND SUPPORTS.</li> <li>M3 BOTTOM DRIVE ROT VAILABLE ON MILNOR SOOM</li></ul>                                                                                                                                                                                                      |
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| PRICED SEPARATELY. SEE PRICE LIST. R2 BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST. R1 UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST. R1 UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST. N3 MOUNTING BRACKET FOR STOP SWITCH. N2 STANDARD SAFETY KICK PLATE, SPRING LOADED. ***********************************                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| R2         BOTTOM DRIVE RAIL, RAIL SUPPLIED BY MILNOR AND MAY<br>BE PRICED SEPARATELY. SEE PRICE LIST.           11         UPPER RAIL, RAIL SUPPLIED BY MILNOR AND MAY BE<br>PRICED SEPARATELY. SEE PRICE LIST.           N3         MOUNTING BRACKET FOR STOP SWITCH.           N2         STANDARD SAFETY KICK PLATE. SPRING LOADED.           ****         FESTOON CABLE SUPPORT CARS. CARS SUPPLIED BY MILN<br>AND MAY BE PRICED SEPARATELY. SEE PRICE LIST.           NUMBER OF CARS.         MUMBER OF CARS.           M4         BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND<br>LOCATION.           *****         BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.           ******         BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.           ************************************                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| BE PRICED SEPARATELY. SEE PRICE LIST. R1 UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST. N3 MOUNTING BRACKET FOR STOP SWITCH. N2 STANDARD SAFETY KICK PLATE, SPRING LOADED. N1 FESTOON CABLE SUPPORT CARS. CARS SUPPLIED BY MILN AND MAY BE PRICED SEPARATELY. SEE PRICE LIST FOR NUMBER OF CARS. M5 BELT MOTOR, ALTERNATES LEFT/RIGHT PER LEVEL. M4 BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAN LOCATION. M5 BELT MOTOR, ALTERNATES LEFT/RIGHT PER LEVEL. M4 BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND LOCATION. M1 HOIST MOTOR ALWAYS IN "FACING PRESS" LEFT HAND LOCATION. M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION. E3 EMERGENCY STOP BUTTON. SEE NOTE 12. E4 LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (L HAND POSITION "DASHED") C1 LOADING SHELF ON MILNOR DRYERS. DUTAGE CONTROL BOX IN RIGHT HAND POSITION. (LEFT HAND POSITION "DASHED") C1 LOADING SHELF ON MILNOR DRYERS. DIMENSION "F S FROM "Y OF THE SHITLE TO"' OF THE DRYER. SEE DRYEF DIMENSION "H" IS FROM "Y OF THE SHITLE TO"' OF THE DRYER. SEE INCOM PRESTAND SUPPORTS ARE NOT AWALABLE ON MILNOR SOO40 DRYERS. CELLING OR FREESTAND SUPPORTS CAR BE USED. FILD INNOVATION IS REQUIRED, NOLUDIN VERIFICATION FILD SHOT FILE PLANDAUGH DRYERS. DIMENSION "H" IS FROM "Y OF THE SHITLE TO"' OF THE DRYER. SEE DRYEF DIMENSION "H" IS FROM "Y OF THE SHITLE TO"' OF THE DRYER. SEE INCOM PRESTAND SUPPORTS CAR BE USED. FILD INNOVATION IS REQUIRED, NOLUDIN VERIFICATION BE COMPERED TO A WALABLE ON MILNOR SOO40 DRYERS. CELLING OR FREESTAND SUPPORTS CAR BE USED. FILD INNOVATION IS REQUIRED, NOLUDIN VERIFICATION BE COMPERED FILD INNOVATION IS REQUIRED AND SUPPORTS. DI DIMENSION "H" IS FROM "Y OF THE SHITLE TOT" OF THE DRYERS. CELLING OF REFERSING SUPPORTS CAR BE USED. THAT E CELLING S A SOUND TE LOADENT THE COMPENDING STOP FULCE TO DO COM, THE DIMENSION AL DRAWING OF THE DRYERS. DIMENSION HE COMPERTS AND NOLTHER PERSONSON OF SHITLE AND STOP FUACE TO OCOM PRESTAND SUPPORT AND RUM AND AND STOP FUACE TO DO COMPENTS. DI DRYER SUPPORTS CAR BE USED BRANCH CIRCLE AN                                                                                           |
| R1         UPPER RAIL. RAIL. SUPPLIED BY MILNOR AND MAY BE           PRICED SEPARATELY. SEE PRICE LIST.           N3         MOUNTING BRACKET FOR STOP SWICH.           N2         STANDARD SAFETY KICK PLATE, SPRING LOADED.           **N1         FESTOON CABLE SUPPORT CARS. CARS SUPPLIED BY MILN           AND MAY BE PRICED SEPARATELY. SEE PRICE LIST FOR           NUMBER OF CARS.           M4         BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND           LOCATION.           **M3         BOTTOM DRIVE MOTOR IN "FACING PRESS" LIGET HAND           LOCATION.           **M3         BOTTOM DRIVE MOTOR IN "FACING PRESS" LIGET HAND           LOCATION.           **M4         BOTTOM DRIVE MOTOR IN "FACING PRESS" LIGET HAND           LOCATION.           **M4         BOTTOM DRIVE MOTOR IN "FACING PRESS" LIGET HAND           LOCATION.         STOP BUTTON. SEE NOTE 12.           **E1         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (LIET HAND POSITION "DASHED")           *11         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (LIET HAND POSITION "DASHED")           *12         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. 'LIET HAND POSITION "DASHED")           *11         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. 'LIET HAND POSITION "DASHED")           *12         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| N3         MOUNTING BRACKET FOR STOP SWITCH.           N2         STANDARD SAFETY KICK PLATE, SPRING LOADED.           N11         FESTODN CABLE SUPPORT CARS. CARS SUPPLIED BY MILL           AND MAY BE PRICED SEPARATELY. SEE PRICE LIST FOR           NUMBER OF CARS.           M5         BELT MOTOR, ALTERNATES LEFT/RIGHT PER LEVEL.           *M4         BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND           LOCATION.           *M3         BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND           LOCATION.           *M4         BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.           E3         EMERGENCY STOP BUTTON. SEE NOTE 12.           **21         LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.           (LEFT HAND POSITION "DASHED")         C1           C1         LOADIN SHELF ON MILNOR DRYERS           TEM         LEGEND           **22         DIMENSION "A" IS FROM "Y OF THE SHUTLE TO" OF THE DRYER. SEE DRYEF           TEM         LEGEND           **21         LOADIN SHELF ON MILNOR DRYERS           **22         DIMENSION "A" IS FROM "Y OF THE SHUTLE TO" OF THE DRYER. SEE DRYEF           **10         MELSION DRAWEND           **20         DIMENSION TA'S IS FROM "Y OF THE SHUTLE TO" OF THE DRYER. SEE DRYEF           **10         MELT ON MELSION OF SEAR SU                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| N2         STANDARD SAFETY KICK PLATE, SPRING LOADED.           *N11         FESTOON CABLE SUPPORT CARS. CARS SUPPLIED BY MILL<br>AND MAY BE PRICED SEPARATELY. SEE PRICE LIST FOR<br>NUMBER OF CARS.           M5         BELT MOTOR, ALTERNATES LEFT/RIGHT PER LEVEL.           *M4         BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAN<br>LOCATION.           *M3         BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND<br>LOCATION.           *M4         BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.           *M3         BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.           *M4         BOTTOM DRIVE MOTOR IN SEE NOTE 12.           **E2         LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (L           **E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.           **E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.           ************************************                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <ul> <li>*N1 FESTOON CABLE SUPPORT CARS. CARS SUPPLIED BY MILN<br/>AND MAY BE PRICED SEPARATELY. SEE PRICE LIST FOR<br/>NUMBER OF CARS.</li> <li>M5 BELT MOTOR, ALTERNATES LEFT/RIGHT PER LEVEL.</li> <li>*M4 BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND<br/>LOCATION.</li> <li>*M3 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND<br/>LOCATION.</li> <li>*M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND<br/>LOCATION.</li> <li>*M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND<br/>LOCATION.</li> <li>*M4 HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.</li> <li>E3 EMERGENCY STOP BUTTON. SEE NOTE 12.</li> <li>*E2 LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (L<br/>HAND POSITION "DASHED")</li> <li>*E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>(LEFT HAND POSITION "DASHED")</li> <li>C1 LOADING SHELF ON MILNOR DRYERS</li> <li>TEM LEGEND</li> <li>NOTES</li> <li>20 DIMENSION "4" IS FROM "Y" OF THE SHUTLE TO"Y" OF THE DRYER. SEE DRYER<br/>DIMENSION ARE' IN AWLABLE ON MILNOR DRYERS.</li> <li>TEM LEGEND</li> <li>NOTES</li> <li>20 DIMENSION "4" IS FROM "Y" OF THE SHUTLE TO"Y" OF THE DRYER. SEE DRYER<br/>DIMENSION DRYMIKS WITH HEIGH OF EXTROSOBILITY OF FWC.</li> <li>18 SEE BOLTRALE FOR DIMENSIONS OF SAULTS AND SUPPORTS.</li> <li>19 PRER SUPPORTS ARE NOT AWLABLE ON MILNOR SOLGO DRYERS. SCLIMOR OR<br/>RRESTAND STEADY THE LOAD. THIS IS NOT THE RESPONSIBILITY OF FWC.</li> <li>18 SEE BOLTRALE FOR DIMENSIONS OF SAULTS AND SUPPORTS.</li> <li>19 DENSION WRES WITH HEIGH OF EXTROSOS THAT THE CELLING IS ADEQUALT TO<br/>WHEN CACK IS DISCHARED TO THE DRYER SHELF A SHOW<br/>WHEN CACK IS DISCHARED TO THE DRYER SHELF A SHOW<br/>DRYED ON HEIGHT OF DISCHARES WIEN ADDED.</li> <li>16 SEE BOLTRCHARE FOR DIMENSIONS OF SHUTLE AT LAST STOP PLACE TO BOL<br/>SHELF WILL HT THE CAKE, CAUSING IT OB BRAK UP AND SOME PLECES MAY.</li> <li>17 DIMENSION WARES WITH HEIGHT OF EXTENDES WITH ADDED.</li> <li>18 SEE BOLTRCHARE FOR DIMENSIONS OF SHUTLE AT LAST STOP PLACE TO DO THE<br/>SHELF WACHINE SK WALL C</li></ul>                                                                                                                         |
| AND MAY BE PRICED SEPARATELY. SEE PRICE LIST FOR     NUMBER OF CARS.     Set MOTOR, ALTERNATES LEFT/RIGHT PER LEVEL.     ****     ************************                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| NUMBER OF CARS.           M5         BELT MOTOR, ALTERNATES LEFT/RIGHT PER LEVEL.           **M4         BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND<br>LOCATION.           **M3         BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND<br>LOCATION.           **M2         BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.           **M4         BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.           **M2         BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.           **1         HIGH TOTON ALWAYS IN "FACING PRESS" LOCATION.           **1         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.           **1         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.           **1         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.           **1         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.           **1         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.           **1         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.           **1         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.           **1         HAND POSITION "DASHED")           **1         LEGEND           **1         HIGH VOLTAGE PRESS           **1         DADITAGE PRESS           **1         MOTOS           **1         LEGEND           **1         DADITAGE PRESSERTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <ul> <li>*M4 BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAN<br/>LOCATION.</li> <li>*M3 BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND<br/>LOCATION.</li> <li>*M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND<br/>LOCATION.</li> <li>*M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.</li> <li>*M3 BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.</li> <li>*M4 BOST MOTOR ALWAYS IN "FACING PRESS" LOCATION.</li> <li>*M4 BOST MOTOR ALWAYS IN "FACING PRESS" LOCATION.</li> <li>*E3 EMERGENCY STOP BUTTON. SEE NOTE 12.</li> <li>*E4 LIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (L<br/>HAND POSITION "DASHED")</li> <li>*E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>*E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>*E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>*E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>*E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>*E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>*E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>*E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>*E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>*E1 HIGH VOLTAGE CONTROL TO MALABLE ON MILNOR 50040 DRYERS. CELINO OR<br/>RECEISAND SUPPORTS ARE NOT AWAILABLE ON MILNOR 50040 DRYERS. CELINO OR<br/>RECEISAND SUPPORTS ARE NOT AWAILABLE ON MILNOR 50040 DRYERS.</li> <li>************************************</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| LOCATION. **M3 BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND LOCATION. **M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND LOCATION. **M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" LICATION. LOCATION. **M42 BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION. LOCATION. **M42 BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION. **M54 BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION. ***E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (L HAND POSITION "DASHED") ***E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (L EFT HAND POSITION "DASHED") C1 LOADING SHELF ON MILNOR DRYERS /************************************                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <ul> <li>*M3 BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND<br/>LOCATION.</li> <li>*M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND<br/>LOCATION.</li> <li>*M1 HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.</li> <li>EMERGENCY STOP BUTTON. SEE NOTE 12.</li> <li>**22 LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (L<br/>HAND POSITION "DASHED")</li> <li>**11 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>(LEFT HAND POSITION "DASHED")</li> <li>**11 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>(LEFT HAND POSITION "DASHED")</li> <li>**11 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>(LEFT HAND POSITION "DASHED")</li> <li>**12 DAMING SHELF ON MILNOR DRYERS</li> <li>DIMENSION "H" IS FROM "Y" OF THE SHUTTLE TO"" OF THE DRYER. SEE DRYEF<br/>DIMENSIONAL DRAWING</li> <li>DPRYER SUPPORTS ARE NOT AVAILABLE ON MILNOR 50040 DRYERS. CELING OR<br/>RRESTAND SUPPORTS AND EUGL. THIS IS NOT THE RESPONSIBILTY OF PMC.</li> <li>18 SEE BUTRALEF FOR DIMENSIONS OF RALES AND SUPPORTS.</li> <li>17 DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.</li> <li>16 SEE BUTRALEF FOR DIMENSIONS OF SHUTLE AT LAST STOP PLACE TO END C<br/>RALL OR WALL.</li> <li>18 SEE BUTRALEF FOR DIMENSIONS OF SHUTLE AT LAST STOP PLACE TO END C<br/>RALL OR WALL.</li> <li>18 SEE BUTRALEF CR DIMENSIONS OF SHUTLE AT LAST STOP PLACE TO END C<br/>RALL OR WALL.</li> <li>19 CHENERY STOPS ARE REQUIRED ON THE DRYER. 'F BELT IS SET TOO LOW, THE D<br/>WENE CAKE IS DISCHARGED INTO THE DRYER. 'F BELT IS SET TOO LOW, THE D<br/>WENE CAKE IS DISCHARGED INTO THE DRYER. 'F BELT SEE TOO LOW, THE D<br/>WENE CAKE IS DISCHARGED INTO THE DRYER. 'F BELT SEE TOO LOW, THE D<br/>WENE CAKE IS DISCHARGED INTO THE DRYER. 'F BELT SEE TOO LOW, THE D<br/>WENE CAKE IS DISCHARGED INTO THE DRYER. 'F BELT AND SME PIECES MAY<br/>DROP ON FLOOR.</li> <li>10 COSH MODEL DRIEL MUST BE CONCENTS AND SME PIECES MAY<br/>DROP ON FLOOR.</li> <li>11 THE HEIGHT DEVELTE MUST BE CONCENTS.</li> <li>12 CANTON &gt; LECTOR DRIELE MUST BE CONCENTS.</li></ul>                                                                                                                    |
| LOCATION.     HOLST MOTOR IN "FACING PRESS" RIGHT HAND     LOCATION.     LOCATION.     HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.     LOCATION.     MI HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.     E3     EMERGENCY STOP BUITTON. SEE NOTE 12.     "E2     LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (L     HAND POSITION "DASHED")     *E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.     (LEFT HAND POSITION "DASHED")     *E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.     (LEFT HAND POSITION "DASHED")     *E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.     (LEFT HAND POSITION "DASHED")     *E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.     (LEFT HAND POSITION "DASHED")     *E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.     (LEFT HAND POSITION "DASHED")     *E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.     (LEFT HAND POSITION "DASHED")     *E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.     (LEFT HAND POSITION "DASHED")     *E1 INSTRUMENT STATUM THE SHUTLE TOY" OF THE DRESS CONTROL THE DRESS ON THAT THE CLING IS ADDUATED INCLUDIN     VERRICATION BY COMPERINT OTHER PRESSONS THAT THE CLING IS ADDUATED INCLUDIN     VERRICATION BY COMPERING ONE OF RAUSE AND SUPPORTS.     10 DIMENSION VARIES ONTO THE DRESSONS THAT THE CLING IS ADDUATED TO FMC.     113 CUMPORTS CAN BEUGHT STOP FLACE TO END C     MAL GM WALL     MULL BUT SCHEDE INTO THE DRESS WHEN ADDED.     12 CONTINUE OF RECEDING THE TAR STOP PLACE TO END C     MAL GM WALL     MULL BUT DOWNED THE DRESS THAT THE RELIT IS SET TOO LOW. THE D     SEE DUTRCLARE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END C     MAL GM WALL     MULL BUT DRESSONS OF SHUTTLE AT LAST STOP PLACE TO END C     MALL BUT THE CANE, CAUDING IT TO BREAK UP AND SOME PHEESS     LOCADING THE TOME BED IN TIS COLLAPSED POSITION, THEN ELEVATING TO COMPORE     LEDURE TO THE CANE, CAUDING IT TO BREAK UP AND SOME PHEESS     LOADING THE TOWER PHEES THE UNDER TO SEE TON LOW. THE D     SHUTLE ON OF THE CANE, CAUDING IT OR CONSULE THE MINDER FEATURE     SHU                                                                                                |
| <ul> <li>*M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND<br/>LOCATION.</li> <li>M1 HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.</li> <li>E3 EMERGENCY STOP BUTTON. SEE NOTE 12.</li> <li>**2 LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (L<br/>HAND POSITION "DASHED")</li> <li>**1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.</li> <li>(LEFT HAND POSITION "DASHED")</li> <li>**1 LOADING SHELF ON MILNOR DRYERS</li> <li>ITEM LEGEND</li> <li>NOTES</li> <li>20 DMENSION "H" IS FROM "Y" OF THE SHUTLE TOY" OF THE DRYER. SEE DRYEF<br/>DMENSION "H" IS FROM TY" OF THE SHUTLE TOY" OF THE DRYER. SEE DRYEF<br/>DMENSION "H" IS FROM TY" OF THE SHUTLE TOY" OF THE DRYER. SEE DRYEF<br/>DMENSION "H" IS FROM TY" OF THE SHUTLE TOY" OF THE DRYER. SEE DRYEF<br/>DMENSION "H" IS FROM TY OF THE SHUTLE TOY" OF THE DRYER. SEE DRYEF<br/>DMENSION DUPORTS CARE NOT AWALABLE ON MILNOR 50040 DRYERS. CELING OR<br/>FREESTAND DSUPPORTS CAN BE USD. THE RESPONSIBILITY OF PMC.</li> <li>18 SEE BDITRALÆ FOR DMENSIONS OF RALS AND SUPPORTS. INCLUDIN<br/>VERIFICATION BY COMPETENT OTHER PERSONS THAT THE CELING IS ADEQUATE TO<br/>SUPPORT NAD STADY THE LOAD. THIS IS NOT THE RESPONSIBILITY OF PMC.</li> <li>18 SEE BDITRALÆ FOR DMENSIONS OF SHUTLE AT LAST STOP PLACE TO END C<br/>MALL OR WALL</li> <li>19 DRYER SUPORTS. CLUBLER MUST BE 2" [51] ABOVE DRYER SHELF AS SHOW<br/>WHEN CAKE IS DISCHARGED INTO THE DRYER. 'IF BELT IS SET TOO LOW. THE D'<br/>SHELF MILL HIT THE CARE, CAUSING IT TO BRAC VD AND SOME PLECES MAY<br/>DRYEN ON LOOR.</li> <li>14 THE COSHIT 12 CAN BE LOADED DIRECTLY FROM THE SINGLE STAGE PRESS<br/>LODONS THE TOP BED IN ITS COLLAPSED POSTION, THEN ELEVATING TO LOAD<br/>SHELF MILL HIT THE CARE, CAUSING IT TO BRAC VD AND SOME PLECES MAY<br/>DRYEN ON LOOR.</li> <li>14 THE COSHIT 12 CAN BE LOADED DIRECTLY FROM THE SINGLE STAGE PRESS<br/>LODONS THE TOP LED REDUCT THE DRYER. SINGLALED INTO THE DORE ON<br/>THE MILLENGTH.</li> <li>14 THE COSHIT 12 CAN BE LOADED DIRECTLY FROM THE SINGLE STAGE PRESS<br/>LODONS IN UPPER AND LOADLED MERCENCY STOP IS MOUNTED TO LED SOME<br/>OR</li></ul>                                                             |
| LOCATION.           M1         HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.           E3         EMERGENCY STOP BUTTON. SEE NOTE 12.           **E2         LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (L           HAND POSITION "DASHED")         **E1           **E1         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.           (LEFT HAND POSITION "DASHED")         C1           C1         LOADING SHELF ON MILNOR DRYERS           C1         LOADING SHELF ON MILNOR DOYON OF THE BUTTLE TOY" OF THE DRYER. SEE DRYEP           DIMENSION "H" IS FROM "Y" OF THE SHUTTLE TOY" OF THE DRYER. SEE DRYEP           DIMENSION "H" IS FROM "Y" OF THE SHUTTLE TOY" OF THE DRYER. SEE DRYEP           DIMENSION "H" IS FROM TY" OF THE SHUTTLE TOY" OF THE DRYER. SEE DRYEP           DIMENSION "H" IS FROM TY" OF THE SHUTTLE TOY" OF THE DRYEP. SEELUR SEELUR CONSTRATT HE CLUBAL SAND SUPPORTS.           17         DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.           16         SEE BUTRCHARLER FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END C           17         DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.           16         SEE BUTRCHARLE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END C           17         DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.           16         SEE DUTRCHARE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END C           17                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| E3         EMERGENCY STOP BUTTON. SEE NOTE 12.           **E2         LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (L           HAND POSITION "DASHED")           **E1         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.           (LEFT HAND POSITION "DASHED")           C1         LOADING SHELF ON MILNOR DRYERS           ITEM         LEGEND           NOTES           20         DIMENSION "I' IS FROM "Y' OF THE SHUTTLE TO" OF THE DRYER. SEE DRYEP           IMENSION THE IS ROM TY' OF THE SHUTTLE TO" OF THE DRYER. SEE DRYEP           INOTES           20         DIMENSION THE IS ROM TY' OF THE SHUTTLE TO" OF THE DRYER. SEE DRYEP           IMENSION TARIES WITH HELOAT THE IS NOT THE REPONSIBILITY OF PMC.           18         SEE BOLTRAILLE FOR DIMENSIONS OF RALES AND SUPPORTS. INCLUIDIN<br>VERIFICATION BY COMPETENT OTHER PERSIONS THAT THA LEST STOP TACE TO END C<br>RALL OR WALL.           17         DIMENSION VARIES WITH HELOAT THE SINOT THE REPONSIBILITY OF PMC.           18         SEE BOLTRAILE FOR DIMENSIONS OF RALES AND SUPPORTS.           10         CALTON - BELT END ROLLER MUST BE 2" [51] ABOVE DRYER SHELF AS SHOW<br>WHEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE DI<br>SCALTON - BELT END ROLLER MUST BE LEZ' [51] ABOVE DRYER SHELF AS SHOW<br>WHEN CAKE IS DRYEN IN THE CALE AND SUCH PIECES MAY<br>DROP ON FLOOR.           13         DIMENSIONS IN UPPER RALL CAUSING IT DE BREAU TO AND SOME PIECES MAY<br>DROP ON FLOOR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| *E2         LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (L           HAND POSITION "DASHED")         **E1           **E1         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.           (LEFT HAND POSITION "DASHED")         C1           LOADING SHELF ON MILNOR DRYERS         Image: Control C                                                                                                                                                                                                                                                                       |
| HAND         POSITION         "DASHED")           **E1         HIGH         VOLTAGE         CONTROL         BOX         IN         RIGHT         HAND         POSITION         "DASHED")           C1         LOADING         SHELF         ON         MILNOR         DRYERS           C1         LOADING         SHELF         ON         MILNOR         DRYERS           C1         LOADING         SHELF         ON         MILNOR         SOULD         SUPPORTS           C1         LOADING         SHELF         ON         MILNOR         SOULD         SUPPORTS         SEE DUTRUBAL         SEE DUTRUBAL         SUPPORTS         SEE DUTRUBALE         SUPPORTS         SUPPORTS         SEE DUTRUBALE         SUPPORTS         SEE DUTRUBALE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| *E1         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.           (LEFT HAND POSITION "DASHED")           C1         LOADING SHELF ON MILNOR DRYERS           TEM         LECEND           NOTES           20         DIMENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYEF           21         DIMENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYEF           21         DIMENSION ALD RAWING           21         DIMENSION TAIL STOM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYEF           21         DIMENSION SCAN BE USED. THELD INNOVITON IS REQUIRED, INCLUDING VERFICATION BY COMPETENT OTHER PERSONS THAT THE CELLING IS ADEQUARE T           21         SUPPORT AND STEADY THE LOAD. THIS IS NOT THE RESPONSIBULTY OF PMC.           18         SEE BDUTRALAE FOR DIMENSIONS OF RAILS AND SUPPORTS.           17         DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.           16         SEE BDUTRCHAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END. CO.R.           17         DIMENSION AND EL LOADED DIRCTLY FROM THE SINGLE STAGE PRESS.           16         CALIDIN - BELT AND RELECANDED POSITION, THE DIEVERS WHEN ADDED.           13         DIMENSIONS SOLLARSED POSITION, THE SINGLE STAGE PRESS.           14         DE COSTULER MUST BE CELLING SUBLESS THE ADD AND THE DAD.           15         ALDONG THE TOP BED IN ITS COLLARSED SUBMINIS IN THE THE LEVENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Image: Control of the second                                                                                                                  |
| C1         LOADING SHELF ON MILNOR DRYERS           ITEM         LEGEND           NOTES         NOTES           20         DIMENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYEF<br>DIMENSIONAL DRAWING           31         DRYER SUPPORTS ARE NOT AVAILABLE ON MILNOR 50040 DRYERS. CEILING OR<br>RESESTAND SUPPORTS CAN BE USED. FIELD INNOVATION IS REQUIRED, INCLUDIN<br>VERIFICATION BY COMPETENT OTHER PRESONS THAT THE CEILING IS ADEQUARE<br>SUPPORT AND STEADY THE LOAD. THIS IS NOT THE RESPONSIBILITY OF PMC.           16         SEE BDITRCIPAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END C<br>RAIL OR WALL.           15         CAUTON - BELT END ROLLER MUST BE 2" [51] ABOVE DRYER SHELF AS SHOW<br>WHEN CAKE IS DISCHARGED INTO THE DRYEE. IF BELT IS SET TOO LOW, THE OF<br>SHELF WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY<br>DROP ON FLOOR.           14         THE COSHUT12 CAN BE LOADED DIRECTLY FROM THE SINGLE STACE PRESS.<br>LOADING THE TOP BED IN ITS COLLAPSED POSITION, THEN ELEVATING TO LOAD<br>THE LOWER BED.           13         DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br>SHUTLE. OWE OF FREE COURDED MERCENCY STOP IS MOUNTED TO THE SIDE F<br>HEMBER POPOSITE THE CONTROLS.           11         THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>THOSE THAT SATISTY MOST FACILITY REQUIREMENTS, HOWEVER, THE CONVEYOR'S WID<br>ONE (GOK/42'11067) ID J. CAKE ON THE CONVEYOR'S MID TO THE SHOTE LAW<br>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED FO CAKES THE CONVEYOR'S WID<br>ONE (GOK/42'11067) ID J. CAKE ON THE CONVEYOR'S WID<br>ONE (GOK/42'11067) ID J. CAKE ON THE CONVEYOR'S USTICHALES AND TWO FYOR<br>SUCATIONS AND DIMENSIONS SHOWN IN THE TABLES HEREI                                                                                                                                                                                                                                                                                                                                                                                                 |
| Item         LEGEND           20         DIMENSION "H" IS FROM "Y" OF THE SHUTLE TO"Y" OF THE DRYER. SEE DRYEP<br>DIMENSIONAL DRAWING           19         DRYER SUPPORTS ARE NOT AVAILABLE ON MILVOR 50040 DRYEPS. CELING OR<br>FREESTAND SUPPORTS CAN BE USED. FIELD INNOVATION IS REQUIRED. INCLUDIN<br>VERIFICATION BY COMPETENT OTHER PRISONS THAT THE CELING IS ADEQUATE<br>SUPPORT AND STEADY THE LOAD. THIS IS NOT THE RESPONSIBILITY OF PMC.           18         SEE BOLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.           17         DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.           16         SEE BOLTRCIRAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END C<br>RAIL OR WALL.           15         CAUTION BELT END ROLLER MUST BE 2" [S1] ABOVE DRYER SHELF AS SHOW<br>WHEN CAKE IS DISCHARED INTO THE DRYER. IF BELT IS SET TOO LOW, THE D<br>SHELF WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PLECES MAY<br>DMOP ON FLOOR.           14         THE COSHT112 CAN BE LOADED DIRECTLY FROM THE SINGLE STAGE PRESS.<br>LOADING THE TOP BED IN ITS COLLAPSED POSITION, THEN ELEVATING TO LOAD<br>THE LOWER BED.           13         DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR O<br>THE CONTROLE BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE F<br>MEMBER ORPOSITE THE WOST FACILITY FEQUIREMENTS. HOWEVER THE SHUTTLE MA<br>SPECIAL ORDERED IN OTHER HEIGHTS. IF REQUIRED. CONSULT THE MILLINGR FACT<br>10           11         THE HEIGHT SWOST MORELY REQUIREMENTS. HOWEVER THE SHUTTLE<br>MA SPECIAL ORDERED IN OTHER HEIGHTS. IF REQUIRED. CANCES THE CONVERONS.           11         THE HEIGHT SWOST FACIL                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <ul> <li>NOTES</li> <li>DIMENSION "H" IS FROM "Y" OF THE SHUTLE TO"Y" OF THE DRYER. SEE DRYEP</li> <li>DIRYER SUPPORTS ARE NOT AVAILABLE ON MILNOR 50040 DRYERS. CELLING OR<br/>FREESTAND SUPPORTS CAN BE USED. FIELD INNOVATION IS REQUIRED, INCLUDIN<br/>VERFICATION BY COMPETENT OTHER PERSONS THAT THE CELLING IS ADEQUATE<br/>SUPPORT AND STEADY THE LOAD. THIS IS NOT THE RESPONSIBILITY OF PMC.</li> <li>SEE BOLTRAILAE FOR DIMENSIONS OF RALLS AND SUPPORTS.</li> <li>DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.</li> <li>SEE BOLTRALEE FOR DIMENSIONS OF SHUTLE AT LAST STOP PLACE TO END C<br/>RAIL OR WALL.</li> <li>CAUTION - BELT END ROLLER MUST BE 2" [51] ABOVE DRYER SHELF AS SHOW<br/>WHEN CAKE IS DISCHARCED INTO THE DRYER. IF BELT IS SET TOO LOW, THE DD<br/>SHELF WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY<br/>DROP ON FLOOR.</li> <li>THE COSH112 CAN BE LOADED DIRECTLY FROM THE SINGLE STAGE PRESS.<br/>LOADING THE TOP BED IN ITS COLLAPSED POSITION, THEN ELEVATING TO LOAD<br/>THE LOWER BED.</li> <li>DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br/>ENTIRE RAIL LENOTH.</li> <li>DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br/>SHUTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR O<br/>THE CONTROL BOX. THE SCOND BURREGENCY STOPS IS INSTALLED INTO THE DOOR O<br/>THE CONTROL BOX. THE SCOND BURREGENCY STOPS IS INSTALLED INTO THE DOOR O<br/>THE CONTROL BOX. THE SCOND BURREGENCY STOPS IS INSTALLED INTO THE DOOR O<br/>THE CONTROL BOX. THE SCOND WERREGENCY STOPS IS INSTALLED NOT THE SIDE F<br/>MEMBER OPPOSITE THE CONTROLS.</li> <li>THE HEHLET TX THERE SHOWN IN THE TABLE ARE STANDARE EXTENTIONS AND<br/>THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAN<br/>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILLING FACT<br/>ID COSHJ MODEL NUMBER 112 DESCRIBES THE NUMBER OF CAKES THE CONFEYOR<br/>O'R ACHINE AS ANALABLE IN VARIOUSH HEIGHTS. CONTEYCOR SUES AND COMPONENT<br/>INFORMATION.</li>     THE THALLENT THE SIDE SHOWING THE TABLE ARE STANDARE STHE CONFEYOR</ul>                                              |
| <ul> <li>20 DIMENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYEF DIMENSIONAL DRAWING</li> <li>20 DRYER SUPPORTS ARE NOT AVAILABLE ON MILNOR 50040 DRYERS. CEILING OR FREESTAND SUPPORTS CAN BE USED. FIELD INNOVATION IS REQUIRED, INCLUDINU VERIFICATION BY COMPETENT OTHER PERSONS THAT THE CEILING IS A ADOUATE T SUPPORT AND STEADY THE LOAD. THIS IS NOT THE RESPONSIBILITY OF PMC.</li> <li>18 SEE BOLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.</li> <li>17 DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.</li> <li>16 SEE BOLTRCLARE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END C RAIL OR WALL.</li> <li>15 CAUTON - BELT END ROLLER MUST BE 2" [51] ABOVE ORYER SHELF AS SHOW WHEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE ON FLOOR.</li> <li>14 THE COSHL112 CAN BE LOADED DIRECTLY FROM THE SINGLE STACE PRESS. LOADING THE TOR BED IN ITS COLLAPSED POSITION, THEN ELEVATING TO LOAD THE LOWER BED.</li> <li>13 DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE ENTIRE RAIL LENOTH.</li> <li>14 DERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE SHUTLE. ONE OF THE WOS EMERGENY STOPS IS INSTALLED INTO THE DOOR OTHE CONTROLS.</li> <li>11 THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THOSE FAIL LENOTTH. WOS FACILITY EQUIREMENTS. HOWEVER THE SHUTTLE MAS SPECIAL ORDERED IN OTHER CONTROLS.</li> <li>11 THE HEIGHT SIZENDES SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND SPECIAL ORDERED IN OTHER CONTROLS.</li> <li>11 THE HEIGHT ENTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND ONE FOR CONTEYORS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND DAVE (AVAI'1067) DIA). CAKE ON THE CONTROLS.</li> <li>12 OLOTANDA MODEL NUMBER T12 DESCREPT TO THE SUDE FOR MEMBER OF CAKES THE CONVEYORS WIDD ONE (60K/42'1067) DIA). CAKE ON THE CONVEYORS WIDD ONE (60K/42'1067) DIA). CAKE SON THE SHUTTLE MAS SPECIAL ORDERDRY TONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED D MACHINE SAND COMPON THE AVAILABLE IN VARIOUS ANDIMONERO FOR RELATIVE POSITIONING AND CAWELS SH</li></ul>                                                                                 |
| <ul> <li>DMENSIONAL DRAWING</li> <li>DIRENSIONAL DRAWING</li> <li>DRERE SUPPORTS ARE NOT AVAILABLE ON MILNOR 50040 DRYERS. CELLING OR<br/>FREESTAND SUPPORTS CAN BE USED. FIELD INNOVATION IS REQUIRED, INCLUDIN<br/>VERIFICATION BY COMPETENT OTHER PERSONS THAT THE CELLING IS ADDEQUATE<br/>SUPPORT AND STEADY THE LOAD. THIS IS NOT THE RESPONSIBILITY OF PMC.</li> <li>SEE BOLTRAILAE FOR DIMENSIONS OF RALLS AND SUPPORTS.</li> <li>T DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.</li> <li>SEE BOLTRAILAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END.<br/>RAIL OR WALL.</li> <li>CAUTION - BELT END ROLLER MUST BE 2" [51] ABOVE DRYER SHELF AS SHOW<br/>WHEN CAKE IS DISCHARCED INTO THE DRYER. IF BELT IS SET TOO LOW, THE DI<br/>SHELF WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY<br/>DROP ON FLOOR.</li> <li>THE COSH112 CAN BE LOADED DIRECTLY FROM THE SINGLE STAGE PRESS.<br/>LOADING THE TOP BED IN ITS COLLAPSED POSITION, THEN ELEVATING TO LOAD<br/>THE LOWER BED.</li> <li>DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br/>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br/>THE CONTROL BOX. THE SECOND EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br/>THE CONTROL BOX. THE SCOND EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br/>THE CONTROL BOX. THE SCOND EMERGENCY STOPS IS INSTALLED TO THE SIDE F<br/>MEMBER OPPOSITE THE CONTROLS.</li> <li>THE HEHLET EXTISTER SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br/>THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MM.<br/>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACT<br/>IO COSH. MODEL NUMBER 112 DESCRIES THE NUMBER OF CAKES THE CONFYOR'S WID<br/>ONE (GOK/42711067] DIA). CAKE ON THE COMPYORS' LENGTH AND TWO'S WID<br/>ONE (GOK/42711067] DIA). CAKE ON THE COMPYOR'S LENGTH AND TWO'S WID<br/>ONE (GOK/42711067] DIA). CAKE ON THE COMPYOR'S SHOWN ON ALL<br/>MACHINE. SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS<br/>AND THESE SHOWN NIT HA TABLES HEREIN. COMPONENT NOLE (END<br/>ONE (GOK/42711067] DIA). CAKE ON THE COMP</li></ul>                             |
| <ul> <li>VERIFICATION BY COMPETENT OTHER PERSONS THAT THE CELLING IS ADBCUATE</li> <li>SUPPORT AND STEADY THE LOAD. THIS IS NOT THE RESPONSIBILTY OF PMC.</li> <li>SEE BOLTRALLAE FOR DIMENSIONS OF RALLS AND SUPPORTS.</li> <li>DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.</li> <li>SEE BOLTRALLAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END C<br/>RALL OR WALL.</li> <li>CAUTON - BELT END ROLLER MUST BE 2" [51] ABOVE DRYER SHELF AS SHOW<br/>WHEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE D<br/>SHELF WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY<br/>DROP ON FLOOR.</li> <li>THE COSH112 CAN BE LOADED DIRECTLY FROM THE SINGLE STAGE PRESS.</li> <li>LOADING THE TOP BED IN ITS COLLAPSED POSITION, THEN ELEVATING TO LOAD<br/>THE LOWER BED.</li> <li>DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br/>ENTIRE RAIL LENOTH.</li> <li>EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br/>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR O<br/>THE CONTROL BOX. THE SCOND BMERGENCY STOPS IS INSTALLED INTO THE SIDE F<br/>MEMBER OPPOSITE THE CONTROLS.</li> <li>THE HEIGHT EXTENDES SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br/>THEOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MA<br/>SPECIAL ORDERED IN OTHER HEIGHTS. FREQUIRED. CONSULT THE MILLONG FACT<br/>IO COSHJ MODEL NUMBER 112 DESCRIBES THE NUMBER OF CAKES THE CONVEYOR<br/>CAN ACCOMMODATE; ONE (60K/42<sup>*</sup>[1067] DIA). CAKE ON THE CONVEYOR<br/>SED CONVEYORS FOR A TOTAL. OF TWO (60K/42<sup>*</sup>[1067] DIA). CAKES.</li> <li>THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, COMEYOR THE MILT ME MILLOR FACT<br/>OC CONVEYORS FOR A TOTAL. OF TWO (60K/42<sup>*</sup>[1067] DIA). CAKES.</li> <li>THE MELTICE IS AND DIGON THE CONVEYOR.</li> <li>SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE<br/>AND HEIGHT OFF FLOOR.</li> <li>A STER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SUGHTLY REQUIR<br/>ANDIVENTIONS. AND DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE<br/>AND</li></ul>                                           |
| <ul> <li>VERIFICATION BY COMPETENT OTHER PERSONS THAT THE CELLING IS ADBCUATE</li> <li>SUPPORT AND STEADY THE LOAD. THIS IS NOT THE RESPONSIBILTY OF PMC.</li> <li>SEE BOLTRALLAE FOR DIMENSIONS OF RALLS AND SUPPORTS.</li> <li>DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.</li> <li>SEE BOLTRALLAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END C<br/>RALL OR WALL.</li> <li>CAUTON - BELT END ROLLER MUST BE 2" [51] ABOVE DRYER SHELF AS SHOW<br/>WHEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE D<br/>SHELF WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY<br/>DROP ON FLOOR.</li> <li>THE COSH112 CAN BE LOADED DIRECTLY FROM THE SINGLE STAGE PRESS.</li> <li>LOADING THE TOP BED IN ITS COLLAPSED POSITION, THEN ELEVATING TO LOAD<br/>THE LOWER BED.</li> <li>DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br/>ENTIRE RAIL LENOTH.</li> <li>EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br/>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR O<br/>THE CONTROL BOX. THE SCOND BMERGENCY STOPS IS INSTALLED INTO THE SIDE F<br/>MEMBER OPPOSITE THE CONTROLS.</li> <li>THE HEIGHT EXTENDES SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br/>THEOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MA<br/>SPECIAL ORDERED IN OTHER HEIGHTS. FREQUIRED. CONSULT THE MILLONG FACT<br/>IO COSHJ MODEL NUMBER 112 DESCRIBES THE NUMBER OF CAKES THE CONVEYOR<br/>CAN ACCOMMODATE; ONE (60K/42<sup>*</sup>[1067] DIA). CAKE ON THE CONVEYOR<br/>SED CONVEYORS FOR A TOTAL. OF TWO (60K/42<sup>*</sup>[1067] DIA). CAKES.</li> <li>THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, COMEYOR THE MILT ME MILLOR FACT<br/>OC CONVEYORS FOR A TOTAL. OF TWO (60K/42<sup>*</sup>[1067] DIA). CAKES.</li> <li>THE MELTICE IS AND DIGON THE CONVEYOR.</li> <li>SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE<br/>AND HEIGHT OFF FLOOR.</li> <li>A STER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SUGHTLY REQUIR<br/>ANDIVENTIONS. AND DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE<br/>AND</li></ul>                                           |
| <ol> <li>18 SEE BDLTRALLAE FOR DIMENSIONS OF RALLS AND SUPPORTS.</li> <li>17 DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.</li> <li>16 SEE BDLTRCLARE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END C<br/>RALL OR WALL.</li> <li>16 SCH DIDN - BELT END ROLLER MUST BE 2" [51] ABOVE DRYER SHELF AS SHOW<br/>WHEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE D<br/>SHELF WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY<br/>DROP ON FLOOR.</li> <li>17 THE COHTIL 2 CAN BE LOADED DIRECTLY FROM THE SINGLE STACE PRESS.<br/>LOADING THE TOP BED IN ITS COLLAPSED POSITION, THEN ELEVATING TO LOAD<br/>THE COHTIL 2 CAN BE LOADED DIRECTLY FROM THE SINGLE STACE PRESS.<br/>LOADING THE TOP BED IN ITS COLLAPSED POSITION, THEN ELEVATING TO LOAD<br/>THE COHTIL 2 CAN BE LOADED DIRECTLY FROM THE SINGLE STACE PRESS.</li> <li>13 DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br/>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br/>THE CONTROL BOX. THE SCOND BURRECENCY STOP IS MOUNTED TO THE SDEP FINE<br/>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br/>THE CONTROL BOX. THE SCOND BURRECENCY STOPS IS MOUNTED TO THE SDEP FINE<br/>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br/>THE CONTROL BOX. THE SCOND BURRECENCY STOPS IS MOUNTED TO THE SDEP FINE<br/>SHUTTLE STAVALES SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br/>THOSE THAT SATISFY MOST FACILITY REQUIRED. CONSULT THE MILLONE MAD<br/>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILLONE THAT<br/>SETTINT IS AVALEDE IN VARIOUSH FIGHTS, CONTEYOR STEES AND COMPONE<br/>ON E (BOK/427]1067] DIA). CAKE ON THE CONVEYORS' UDIO<br/>ONE (BOK/427]1067] DIA). CAKE ON THE CONVEYOR'S WIDD<br/>ONE (BOK/427]1067] DIA). CAKE ON THE CONVEYOR'S WIDD<br/>ONE (BOK/427]1067] DIA). CAKE ON THE CONVEYOR<br/>CAN ACCOMMODATE, ONE (BIGHTS, CONVEYOR STEES AND COMPONENT<br/>IDCATIONS AND DIMENSIONS SHOWN WITH AN STRETCH SUCHTAND TWO LEVELS<br/>OF CONVEYORS FOR A TOTAL OF TWO (BOK/427]1067] DIA). CAKES IN<br/>MACHINE SPECIFICATIONS. IT IS NECESSARY TO R</li></ol> |
| <ol> <li>SEE BDLTRCLRAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END C<br/>RAIL OR WALL.</li> <li>CAUTION - BELT END ROLLER MUST BE 2" [51] ABOVE DRYER SHELF AS SHOW<br/>WHEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE DI<br/>SHELF WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY<br/>DROP ON FLOOR.</li> <li>THE COSH112 CAN BE LOADED DIRECTLY FROM THE SINGLE STAGE PRESS.<br/>LOADING THE TOP BED IN ITS COLLAPSED POSITION, THEN ELEVATING TO LOAD<br/>THE LOWER BED.</li> <li>DIBENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br/>ENTIRE RAIL LENGTH.</li> <li>EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br/>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br/>THE CONTROL BOX. THE SECOND BUMERGENCY STOPS IS MOUTTLE TO THE SIDE F<br/>MEMBER OPPOSITE THE CONTROLS.</li> <li>THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br/>THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MA<br/>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILLOR FACT<br/>OCAN ACCOMPORT: ON THER HEIGHTS IF REQUIRED. CONSULT THE MILLOR FACT<br/>10 COSH MODEL NUMBER 112 DESCRIBES THE NUMBER OF CAKES THE CONVEYOR'S WID<br/>ONE (60K/4271067] DIA) CAKE ON THE CONVEYOR'S WID<br/>ONE (60K/4271067] DIA) CAKE ON THE CONVEYOR'S WID<br/>ONE (60K/4271067] DIA) CAKE ON THE TABLES HEREIN. COMPONENT<br/>10 COSH MODEL NUMBER 112 DESCRIBES THE NUMBER OF CONVEYER'S WID<br/>ONE (60K/4271067] DIA) CAKE ON THE TABLES HEREIN. COMPONENT<br/>10 COSH MODEL NUMBER 112 DESCRIBES THE NUMBER OF CAKES.</li> <li>THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR'S LENGTH AND TWO LEVELS<br/>OF CONVEYORS FOR A TOTAL OF TWO (60K/4271067] DIA). CAKES.</li> <li>THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYORS SHOW NON<br/>PLACEMENT CONFIGURATIONS. AS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED B<br/>MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS.</li> <li>SEE INFERRENCEMENSIONAL DRAWING FOR RELATIVE DUSIDONAL<br/>INFORMATION.</li> <li>SEE ACOMPONENT AND SUGNED BEL</li></ol>                         |
| <ul> <li>RAIL OR WALL.</li> <li>15 CAUTION – BELT END ROLLER MUST BE 2" [51] ABOVE DRYER SHELF AS SHOW WHEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE OT SHELF WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY DROP ON FLOOR.</li> <li>14 THE COSHJ112 CAN BE LOADED DIRECTLY FROM THE SINGLE STAGE PRESS. LOADING THE TOP BED IN ITS COLLAPSED POSITION, THEN ELEVATING TO LOAD THE LOWER BED.</li> <li>13 DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE ENTIRE RAIL LEOTH.</li> <li>14 DIVER BED.</li> <li>15 DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE ENTIRE RAIL LEOTH.</li> <li>15 EWERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE SHOTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OT THE CONTROL.</li> <li>11 THE HEIGHT EXTENDES SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THE SECOND DEMERGENCY STOPS IS INSTALLED INTO THE SOUNDE THE CONTROLS.</li> <li>11 THE HEIGHT EXTENDES SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTLE MA SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILLOR FACT ON CONFURCES THE OWNEYOR CAN ACCOMMODATE: ONE (60K/4211067) DIA) CAKE ON THE CONVEYORS' SUDTION AND THA SATISFY MOST FACILITY REQUIRED. CONSULT THE MILLOR FACT ON ACCOMMODET.</li> <li>11 COSHJ MODEL NUMBER 112 DESCRIES THE NUMBER OF CAKES THE CONVEYORS' WOLL CAN ACCOMMODET.</li> <li>11 COSHJ MODEL NUMBER 112 DESCRIES THE OWNERS'. COMPONENT ON A CONFIGURATIONS AND DIMENSIONS SHOWN WITH AN STRETCH SUCHTWORY SUDY ON ELECTRIC ONLEGANCE THE OWNEYOR'S UNCLE THE SATE AND COMPONENT ON ACHINE SAND HILLES AND COMPONENT AN ASTERSK ARE THASE CONVEYORS' ENDITIES AND ACHINE SANCH THE SATE SATE TO THE SPECIFICATIONS.</li> <li>12 ATER MACHINE HAS BEEN COMMONS THOWN THA ANSTRENK ARE THASE EFFECTED B MACHINE SACTICATIONS. AND SUBMINISTIONED FOR COMPLETE DIMENSIONAL INFORMATION.</li> <li>14 ATER MACHINE AS BEEN COMMINISSIONED</li></ul>                                                                                                                                     |
| <ul> <li>DROP ON FLOOR.</li> <li>14 THE COSH112 CAN BE LOADED DIRECTLY FROM THE SINGLE STAGE PRESS. LOADING THE TOP BED IN ITS COLLAPSED POSITION, THEN ELEVATING TO LOAD THE LOWER BED.</li> <li>13 DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE ENTIRE RAIL LENGTH.</li> <li>14 ENERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OT THE CONTROL BOX. THE SECOND EMERGENCY STOPS IS INSTALLED INTO THE DOOR OT THE CONTROL BOX. THE SECOND EMERGENCY STOPS IS INSTALLED INTO THE DOOR OT THE CONTROL BOX. THE SCHOND EMERGENCY STOPS IS INSTALLED INTO THE DOOR OT THE CONTROL BOX. THE SCHOND EMERGENCY STOPS IS MONTALED TO THE SIDE FMEMBER OPPOSITE THE CONTROLS.</li> <li>11 THE HEIGHT EXTENDES SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MA SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILLOR FACT.</li> <li>10 COSHJ MODEL NUMBER 112 DESCRIES THE NUMBER OF CAKES THE CONFYORS' WID ON A (60K/42'11067] DIA) CAKE ON THE CONFYORS' LENGTH AND TWO LEVELS OF CONVEYORS FOR A TOTAL OF TWO (60K/42'11067] DIA) CAKES.</li> <li>*9 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONFYOR SIZES AND COMPONENT LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED B MACHINE SAULABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT LOCATIONS. AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED B MACHINE SAULABLE IN VARIOUS HEIGHT ENCRYPTOR SIZES AND COMPONENT CONFIGURATIONS. AS SHOWN WITH AN STRETCH SUGAL INFORMATION.</li> <li>8 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SUGHTLY REQUIR ADJUSTMENT OF BELT ROLLERS AND SUGHT LENGTRENNG OF CONVEYOR.</li> <li>9 SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE DUSITIONING OF MACHINE AND HEIGHT OFF FLOOR.</li> <li>8 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SUIGHTLY REQUIR ADJUSTMENT OF BELET ROLLERS AND SUGHT LENGTHENING OF CONVEYOR.</li> <li>1</li></ul>                                                                                                                             |
| <ul> <li>DROP ON FLOOR.</li> <li>14 THE COSH112 CAN BE LOADED DIRECTLY FROM THE SINGLE STAGE PRESS. LOADING THE TOP BED IN ITS COLLAPSED POSITION, THEN ELEVATING TO LOAD THE LOWER RED.</li> <li>13 DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE ENTIRE RAIL LENGTH.</li> <li>14 ENERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OT THE CONTROL BOX. THE SECOND EMERGENCY STOPS IS INSTALLED INTO THE DOOR OT THE CONTROL BOX. THE SECOND EMERGENCY STOPS IS INSTALLED INTO THE DOOR OT THE CONTROL BOX. THE SCHOND EMERGENCY STOPS IS INSTALLED INTO THE DOOR OT THE CONTROL BOX. THE SCHOND EMERGENCY STOPS IS MONTALED TO THE SIDE FMEMBER OPPOSITE THE CONTROLS.</li> <li>11 THE HEIGHT EXTENDES SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MA SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILLOR FACT.</li> <li>10 COSHJ MODEL NUMBER 112 DESCRIES THE NUMBER OF CAKES THE CONFYORS' WID ON A (60K/42'11067] DIA) CAKE ON THE CONFYORS' LENGTH AND TWO LEVELS OF CONVEYORS FOR A TOTAL OF TWO (60K/42'11067] DIA) CAKES.</li> <li>*9 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONFYOR SIZES AND COMPONENT LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED B MACHINE SAULABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT LOCATIONS. AND DIMENSIONS SHOWN WITH AN STRETCH SUBSET SAND COMPONENT AN ASTERISK ARE THOSE EFFECTED B MACHINE SAULABLE IN VARIOUS HEIGHTS, CONVEYORS.</li> <li>*9 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHT ENTRIKING FOR COMPLETE DIMENSIONAL INFORMATION.</li> <li>B AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SUIGHTLY REQUIR ADUISTIONES AND DIMENSIONS SHOWN WITH AN STRETCH SUIGHTLY REQUIR ADUISTION.</li> <li>SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE DUSTIONING OF MACHINE AND HEIGHT OFF FLOOR.</li> <li>SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE DUSTIONING OF MACHINE AN</li></ul>                                                                                                                             |
| <ul> <li>LOADING THE TOP BED IN ITS COLLAPSED POSITION, THEN ELEVATING TO LOAD THE LOWER BED.</li> <li>IDMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE ENTIRE RAIL LENGTH.</li> <li>EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OT THE CONTOLS.</li> <li>IT THE HEIGHT EXTENDES SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MS PECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILTER MS SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILTING FACT ON HOME (60K/4271067] DIA) CAKE ON THE CONVEYOR'S WID ONE (60K/4271067] DIA) CAKE ON THE TABLES HEREIN. COMPONENT OL CONVEYORS AND DIMENSIONS SHOWN WITH AN ATERISKA ARE THOSE EFFECTED B MACHINE SPECIFICATIONS. AT DIA LO THO (60K/4271067] DIA) CAKES.</li> <li>THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT ILOCATIONS AND DIMENSIONS SHOWN WITH AN ATERISKA ARE THOSE EFFECTED B MACHINE SPECIFICATIONS. TI IS NECESSARY TO REFER TO THE SPECIFICATIONS.</li> <li>AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIR ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVERTOR.</li> <li>SEE INTERACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE AND HEIGHT OFF FLOOR.</li> <li>AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL LEUCTIC CODES FOR FURTHER RESTRICTIONS.</li> <li>SEE INTERACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE AND HEIGHT OFF FLOOR.</li> <li>AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL LEUCTIC CODES FOR PURTHER RESTRICTIONS.</li> <li>CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSES FROM POWER SOURCE TMACHINE AS EPARATE GROUNDE WIRE MUST BE CONNECTED FROM DISCONNECT TDISCONAL DRAWINGS.</li></ul>                                                                                                                             |
| <ol> <li>DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br/>ENTIRE RAIL LENGTH.</li> <li>EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br/>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR O<br/>THE CONTROL BOX. THE SECOND EMERGENCY STOPS IS INSTALLED INTO THE DOOR O<br/>THE CONTROL BOX. THE SECOND EMERGENCY STOPS IS MUSTALLED INTO THE DOOR O<br/>THE CONTROL BOX. THE SECOND EMERGENCY STOPS IS MUSTALLED INTO THE DOOR O<br/>THE CONTROL BOX. THE SECOND EMERGENCY STOPS IS MUSTALLED INTO THE DOOR O<br/>THE CONTROL BOX. THE SCHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br/>THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MA<br/>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILLING FACT<br/>IO COSH MODEL NUMBER 112 DESCRIBES THE NUMBER OF CAKES THE CONVEYOR'S WID<br/>ONE (60K/4271067] DIA) CAKE ON THE CONVEYOR'S WID<br/>ONE (60K/4271067] DIA) CAKE ON THE CONVEYOR'S WID<br/>ONE (60K/4271067] DIA) CAKE ON THE TABLES HEREIN. COMPONENT<br/>IO CATORONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED B<br/>MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS<br/>FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br/>INFORMATION.</li> <li>B AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIR<br/>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.</li> <li>SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE<br/>AND HEIGHT OFF FLOOR.</li> <li>AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br/>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br/>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.</li> <li>42 [1051] IF OBJECT IS ANY LIVE PART.</li> <li>CHECK LOCAL ELECTRIC CODES FOR PURTHER RESTRUCTIONS.</li> <li>CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FLUSED BRANCH CIRCUIT<br/>DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE T<br/>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTORS.</li>     SUSTOMER TO SUPPLY CIRCUIT BREAKER OR FLUSED BRANCH CIRCUIT<br/>DISCONNECT (SAF</ol>                      |
| <ul> <li>ENTIRE RAIL LENGTH.</li> <li>EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br/>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br/>THE CONTROL BOX. THE SECOND DEMERGENCY STOPS IS MOUNTED TO THE DOOR OF<br/>MEMBER OPPOSITE THE CONTROLS.</li> <li>THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br/>THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MA<br/>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILLIOR FACIT<br/>O COSH.J MODEL NUMBER 112 DESCRIBES THE NUMBER OF CAKES THE CONVEYORS<br/>CAN ACCOMMODATE; ONE (60K/4211067) DIA) CAKE ON THE CONVEYORS' UNDIT<br/>ONE (60K/4211067) DIA) CAKE ON THE CONVEYORS' LENGTH AND TWO LEVELS<br/>OF CONVEYORS FOR A TOTAL OF TWO (60K/4211067) DIA) CAKES.</li> <li>THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONE<br/>ONE (60K/4211067) DIA) CAKE ON THE CONVEYORS' LENGTH AND TWO LEVELS<br/>OF CONVEYORS FOR A TOTAL OF TWO (60K/4211067) DIA) CAKES.</li> <li>THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br/>LOCATIONS AND DIMENSIONS SHOWN WITH AN STRETRSK ARE THOSE EFFECTED B<br/>MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS<br/>FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br/>INFORMATION.</li> <li>AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SULCHTLY REQUIR<br/>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.</li> <li>AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br/>ELECTRIC CODES, FOR MELECTRIC BOX TO ANY OBJECT IS:<br/>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.</li> <li>42 [1057] IF OBJECT IS AND VICE PART.</li> <li>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.</li> <li>CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br/>DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCET<br/>48 [1219] IF OBJECT IS ANY LIVE PART.</li> <li>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.</li>     SUES REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SE</ul>                                                  |
| <ul> <li>SHUTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF THE CONTROL BOX. THE SECOND DEMERGENCY STOPS IS MOUNTED TO THE SIDE FMEMBER OPPOSITE THE SECOND DEMERGENCY STOPS IS MOUNTED TO THE SIDE FMEMBER OPPOSITE THE CONTROLS.</li> <li>THE HERLFT EXTENDES SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAS SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILLING FACT TO COSHJ MODEL NUMBER 112 DESCRIBES THE NUMBER OF CAKES THE CONVEYOR CAN ACCOMMODATE; ONE (60K/42<sup>+</sup>[1067] DA). CAKE ON THE CONVEYORS' LENGTH AND TWO LEVELS OF CONVEYORS FOR A TOTAL OF TWO (60K/42<sup>+</sup>[1067] DIA). CAKE ON THE CONVEYORS STESSES AND COMPONENT OF CONVEYORS FOR A TOTAL OF TWO (60K/42<sup>+</sup>[1067] DIA). CAKES.</li> <li>THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED B MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS FOR YOUR MACHINE SWELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.</li> <li>AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIR ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF COMPLYER.</li> <li>SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE AND HEIGHT OFF FLOOR.</li> <li>AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL LELECTING CODES, FROM ELECTIRG CONS TO ANY OBJECT IS: 36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.</li> <li>AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL ELECTIRG CODES THE RUNDET IS ANY UNE PART.</li> <li>CHECK LOCAL ELECTRE GOUNDE WALL (4: BARE CONCRETE, BRICK, E 48 [1219] IF OBJECT IS ANY UNE PART.</li> <li>SCUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT DISCONNECT IS ANY VARY (MITH CLARGES IN FLOOR HEIDTH AS REQUIRIED TO INSURE 1 BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL DIMENSIONAL MAY VARY (MITH CHARGES IN FLOOR HEIDTH AS RE</li></ul>                                                                                          |
| MEMBER OPPOSITE THE CONTROLS.           11 THE HEIGHT EXTENDES SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAN<br>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILINGE FACT<br>10 COSHJ MODEL NUMBER 112 DESCRIBES THE NUMBER OF CAKES THE CONVEYOR<br>CAN ACCOMMODATE; ONE (60K/42[1067] DA), CAKE ON THE CONVEYORS' LENGTH AND TWO LEVELS<br>0 COSHJ MODEL NUMBER 112 DESCRIBES THE NUMBER OF CAKES THE CONVEYOR<br>CAN ACCOMMODATE; ONE (60K/42[1067] DA), CAKE ON THE CONVEYORS' LENGTH AND TWO LEVELS<br>0 CONVEYORS FOR A TOTAL OF TWO (60K/42[1067] DIA), CAKES.           *9 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br>LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED B<br>MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS<br>FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br>INFORMATION.           8 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIR<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF COMPLYR.           7 SEE INTERFACING DIMENSIONAL DRAWING FOR RELTIVE POSITIONING OF MACHINE<br>AND HEIGHT OFF FLOOR.           8 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIR<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.           7 SEE INTERFACING DIMENSIONAL DRAWING FOR RELTIVE POSITIONING OF MACHINE<br>AND HEIGHT OFF FLOOR.           8 AFTER MACHINE HAS DEEN COMMESSIONED BELT MAY STRETCH SLIGHTLY REQUIR<br>ADJUSTMENT OF BELT COLLERS AND SLIGHT LENGTHENING OF CONVERCE<br>AND HEIGHT OFF FLOOR.           6 SO THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>LELECTIKE CODES, FROM POWED THES.                                                                                                                                                                                                                                                                                                                                                                                                 |
| <ul> <li>11 THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br/>THOSE THAT SATISFY MOST FACILITY REQUIRERINGS. HOWERD, CONSULT THE MILLOR FACT<br/>AND ACCOMMODATE NUMBER 112 DESCRIPTS THE NUMBER OF CARES THE CONTEYOR'S WIDT<br/>OC CORFL MODEL NUMBER 112 DESCRIPTS THE NUMBER OF CARES THE CONTEYOR'S WIDT<br/>OC (60K/4271067) DIA) CARE ON THE CONVEYOR SUE LONGTH MOLELCES<br/>OF CONVEYORS FOR TALL OF YOUR (60K/4271067) DIA) CARES IN THE CONVEYOR'S WIDT<br/>OL (60K/4271067) DIA) CARE ON THE CONVEYOR SUES ALD COMPONENT<br/>FLOCEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEEMS. COMPONENT<br/>LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED B<br/>MACHINE SPECIFICATIONS AS SHOWN IN THE TABLES HEEMS. COMPONENT<br/>LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED B<br/>MACHINE SPECIFICATIONS AS SHOWN IN THA TABLES HEEMS. COMPONENT<br/>LOCATIONS AND DIMENSIONS. TI IS NECESSARY TO REFER TO THE SPECIFICATIONS<br/>FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br/>INFORMATION.</li> <li>AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIR<br/>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LEXTIFHENING OF CONVEYOR.</li> <li>SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE<br/>AND HEIGHT OF FLOOR.</li> <li>AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br/>ELECTIRC CODES, FROM LECTING DON TO ANY OBJECT IS:<br/>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.</li> <li>42 [1067] IF OBJECT IS AN UNGROUNDED WALL (I.E. BARE CONCRETE, BRICK, E<br/>48 [1219] IF OBJECT IS AN UNGROUNDED MALL (I.E. BARE CONCRETE, BRICK, E<br/>49 [1219] IF OBJECT IS AN UNGROUNDED MALL (I.E. BARE CONCRETE, BRICK, E<br/>40 [1111] HOURDET IS AND UNDER VIEL PART.</li> <li>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRETIONS.</li> <li>C SUSTOMER TO SUPPLY CIRCUIT BREAKER OR CONNECTED FORM DISCONNECT<br/>1<br/>EQUIPMENT.</li> <li>CHECK LOCAL ELECTRIC DEST FOR FURCHER BRANCH CIRCUIT<br/>DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM DOWER SOURCE T<br/>1<br/>MACHINE. A SEPARATE GROUND WIRE MUST BE CO</li></ul>         |
| <ol> <li>COSHJ MODEL NUMBER 112 DESCRIBES THE NUMBER OF CAKES THE CONVEYOR'S WID<br/>ONE (60K/4271067] DIA) CAKE ON THE CONVEYORS' LENGTH AND TWO LEVELS<br/>OF CONVEYORS FOR A TOTAL OF TWO (60K/4271067] DIA) CAKES.</li> <li>THE SHUTTLE IS AVAILABLE IN VARIOUS HEICHTS, CONVEYOR SIZES AND COMPONE<br/>PLACEMENT CONFIGURATIONS AS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED B<br/>MACHINE SAVAILABLE IN VARIOUS HEICHTS, CONVEYOR SIZES AND COMPONE<br/>PLACEMENT CONFIGURATIONS AS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED B<br/>MACHINE AS PECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS<br/>FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br/>INFORMATION.</li> <li>AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIR<br/>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.</li> <li>SE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE<br/>AND HEIGHT OFF FLOOR.</li> <li>AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIR<br/>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.</li> <li>SE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE<br/>AND HEIGHT OFF FLOOR.</li> <li>AS EITHS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br/>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br/>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.</li> <li>42 [1057] IF OBJECT IS ANY LIVE PART.</li> <li>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.</li> <li>55 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br/>DISCONNECT (SAPERY) SWITCHES WITH LAC TYPE FUSES FROM POWER SOURCE T<br/>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT I<br/>EQUIPMENT.</li> <li>45 BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br/>DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE" Z" AND THE FINISHE<br/>LOOR TAV YARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRIED TO INSURE T<br/>BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br/>DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE" Z" AND THE</li></ol>                                         |
| <ul> <li>CAN ACCOMMODATE; ONE (66X/42"[1067] DIA) CAKE ON THE CONVEYOR'S WIDTONE (66X/42"[1067] DIA) CAKE ON THE CONVEYORS' LENGTH AND TWO LEVELS OF CONVEYORS FOR A TOTAL OF TWO (66X/42"[1067] DIA) CAKES.</li> <li>THE SHUTTE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYORS SIZES AND COMPONENT LOCATIONS AND DIBENSIONS SHOWN WITH AN TERRIEK ARE THOSE EFFECTED B MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS FOR YOLM WITH AN STERISK ARE THOSE EFFECTED B MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS FOR YOLM MACHINE SPECIFICATIONS. TI IS NECESSARY TO REFER TO THE SPECIFICATIONS FOR YOLM MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.</li> <li>AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIR ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHEDNING OF CONVEYOR.</li> <li>SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE AND HEIGTRIG ROS TO ANY OBJIECT IS: A CONVEYOR.</li> <li>AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL ELECTRIC COODES, FOR MELECTRIC ROS TO ANY OBJIECT IS: A CONVEDING WALL 42 [1067] IF OBJIECT IS AR OUNDED WALL (ie. BARE CONCRETE, BRICK, E 48 [1219] IF OBJIECT IS AN UNGROUNDED (INSULATED) WALL 42 [107] IF OBJIECT IS ANY LIVE PART.</li> <li>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.</li> <li>C UJSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT DISCONNECT (SAFETY) SWITCHES WITH LAC TYPE FUSES FROM POWER SOURCE T MACHINE. A SPARATE GROUND WARE WAST BE CONNECTIONED TO MALL DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHE FLOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRIED TO INSURE T BASELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRIED TO INSURE 1 BASELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRIED TO NORMAL MANUFACTURIN TULES NON THE CONSTRUCT TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIONS IN MILLIMETERS.</li> <li>UJSE REFERENCE LINES "X", "Y", AND "Z' TO LOCATE ALL SERVICE CONNECTURIN T</li></ul>                                                                                                                  |
| <ul> <li>THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT PLACEMENT CONFIGURATIONS AS MOWN IN THE TABLES HEREN. COMPONENT LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED TO MESSIONES FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.</li> <li>AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLICHTLY REQUIR ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF COMPLETE DIMENSIONAL INFORMATION.</li> <li>AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLICHTLY REQUIR ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.</li> <li>SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.</li> <li>SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.</li> <li>SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE AND HEIGHT OF FLOOR.</li> <li>AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS: 305 [914] IF OBJECT IS A UROROUNDED WALL (ie. BARE CONCRETE, BRICK, E 48 [1219] IF OBJECT IS A WINGROUNDED WALL (ie. BARE CONCRETE, BRICK, E 445 [1219] IF OBJECT IS ANY LIVE PARTI.</li> <li>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.</li> <li>CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSES FROM POWER SOURCE T MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT 1 EQUIPMENT.</li> <li>BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINE SAND IS SHOWN ON ALL DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHE ELOOR MACHINE. SI DERICATION SURCE I BASELINE "S HORIZONTIAL AND ALL COMPONENTS REQUIRING GROUT ARE SET A MINIMUM T [25] THICK GROUT BED.</li> <li>SUB REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS</li> <li>UNDERS IN BRACKERS ID ELOOR HELORTING SHOWN ANALIFACTURING THACHINE SI DI BRACKESIS IN FLOOR</li></ul>                                                                                                                                 |
| <ul> <li>THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT PLACEMENT CONFIGURATIONS AS MOWN IN THE TABLES HEREN. COMPONENT LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED TO MESSIONES FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.</li> <li>AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLICHTLY REQUIR ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF COMPLETE DIMENSIONAL INFORMATION.</li> <li>AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLICHTLY REQUIR ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.</li> <li>SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.</li> <li>SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.</li> <li>SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE AND HEIGHT OF FLOOR.</li> <li>AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS: 305 [914] IF OBJECT IS A UROROUNDED WALL (ie. BARE CONCRETE, BRICK, E 48 [1219] IF OBJECT IS A WINGROUNDED WALL (ie. BARE CONCRETE, BRICK, E 445 [1219] IF OBJECT IS ANY LIVE PARTI.</li> <li>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.</li> <li>CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSES FROM POWER SOURCE T MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT 1 EQUIPMENT.</li> <li>BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINE SAND IS SHOWN ON ALL DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHE ELOOR MACHINE. SI DERICATION SURCE I BASELINE "S HORIZONTIAL AND ALL COMPONENTS REQUIRING GROUT ARE SET A MINIMUM T [25] THICK GROUT BED.</li> <li>SUB REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS</li> <li>UNDERS IN BRACKERS ID ELOOR HELORTING SHOWN ANALIFACTURING THACHINE SI DI BRACKESIS IN FLOOR</li></ul>                                                                                                                                 |
| <ul> <li>MACHINE SPECIFICATIONS: IT IS NELESSART TO REFER TO THE SPECIFICATIONS<br/>FOR YOUR MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIR<br/>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.</li> <li>SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE<br/>AND HEIGHT OFF FLOOR.</li> <li>SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE<br/>AND HEIGHT OFF FLOOR.</li> <li>SA OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br/>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br/>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.</li> <li>LEICTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS.<br/>48 [1219] IF OBJECT IS ANY LIVE PART.</li> <li>CHCK LOCAL ELECTRIC CODES FOR FURTHER RESTRUCTIONS.</li> <li>CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br/>DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE T<br/>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT<br/>EQUIPMENT.</li> <li>DAS REPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br/>BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br/>DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHE<br/>FLOOR MAY VARY (WITH CHANCES IN FLOOR HEIGHT) AS REQUIRED TO INSURE TO<br/>BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br/>DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHE<br/>LOOR MAY VARY (WITH CHANCES IN FLOOR HEIGHT) AS REQUIRIED TO INSURE TO<br/>BASELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET<br/>A MINIMUM TI [25] THICK GROUT BED.</li> <li>SUBS REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS</li> <li>NUMBERS IN BRACKETS [] DENTE DIMENSIONS IN MILLIMETERS.</li> <li>ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURIN<br/>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESION<br/>AND CHINE RELOCATION OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESION<br/>MACHINE, FACTORY MUST BE CONNELLED FOR NOT NUCLED RECONS</li></ul>                                         |
| <ul> <li>FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.</li> <li>8 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLICHTLY REQUIR ADJUSTMENT OF BELT ROLLERS AND SLICHT LENGTHENING OF CONVEYOR.</li> <li>7 SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE ADJUSTMENT OF FLOOR.</li> <li>6 AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS: 36 [914] IF OBJECT IS A UNREQUIDED WALL (%. BARE CONCRETE, BRICK, E 48 [1219] IF OBJECT IS A NURROUNDED (INSULATED) WALL 42 [1067] IF OBJECT IS A NURROUNDED (INSULATED) WALL 44 [1067] IF OBJECT IS A WINGROUNDED (INSULATED) WALL 44 [1067] IF OBJECT IS A WINGROUNDED (INSULATED) WALL 44 [1067] IF OBJECT IS ANY LIVE PART.</li> <li>CHCK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.</li> <li>5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSES FROM POWER SOURCE T MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT 1 EQUIPMENT.</li> <li>4 BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHE ELOOR MAY YARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRING GROUT ARE SET A MINIMUM "I [25] THICK GROUT BED.</li> <li>3 USE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS</li> <li>2 NUMBERS IN BRACKES [] DENOT BUMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURIN TOLERANCES, AND TO CCASIONAL CHANGES WITHOUT NOTICE THROUGH REDAGINAL DRAWINGS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURIN TOLERANCES, IN DIO COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTURIN MACHINE SE ID BRACKES [] DENOT DIMENSIONS IN MULLIMETERS.</li> <li>1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURIN TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDAGINAL MACHINES FILED, AND TO MO SE POPENINGS.</li> <li>MACHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IN ACHINE IS TO BE MACHINE IS TO BE MACHINE IS</li></ul>                                                                                                                              |
| <ul> <li>8 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLICHTLY REQUIR<br/>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.</li> <li>7 SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE<br/>AND HEIGHT OFF FLOOR.</li> <li>6 AS OFTHIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br/>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br/>36 [914] IF OBJECT IS A UNRCONUDED (INSULATED) WALL<br/>42 [1067] IF OBJECT IS A UNRCONUDED (INSULATED) WALL<br/>43 [1067] IF OBJECT IS ANY LIVE PARI.</li> <li>CHCK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.</li> <li>5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br/>DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE I<br/>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT I<br/>EQUIPMENT.</li> <li>4 BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br/>DISCONNECT (SAFETY) IS HORIZONTIAL AND ALL COMPONENTS REQUIRING GROUT ARE SET<br/>A MINIMUM 1" [25] THICK SAMO IB DIMENSION BED.</li> <li>3 USE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.</li> <li>2 NUMBERS IN BRACKES [] EDNOT BURKSIONS IN MILLIMETERS.</li> <li>1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURIN<br/>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDSIONS<br/>AND/OR CELOCATION OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDSIONAL<br/>DATES IN BRACKES [] DENOT BURENSIONS IN MILLIMETERS.</li> <li>1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURIN<br/>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDSIGN<br/>AND/OR RELOCATION OF COMPONENTS, ELCONNECTIONS<br/>AND/OR CHICLOCATION OF COMPONENTS, ELCONNECTION ON THE SET FROM<br/>MACHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS THACHINE IS TO BE<br/>MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.</li> </ul>                                                                                                                                                                                                                                                    |
| <ul> <li>7 SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINE AND HEIGHT OFF FLOOR.</li> <li>8 AS OF THIS WEITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS: 36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.</li> <li>42 [1067] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.</li> <li>42 [1067] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.</li> <li>42 [1067] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.</li> <li>42 [1067] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.</li> <li>43 [1219] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.</li> <li>44 [1219] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.</li> <li>5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCET MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT 1EQUIPMENT.</li> <li>8 DASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHE FLOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE 1 BASELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET A MINIMUM I" [25] THICK GROUT BED.</li> <li>3 USE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS</li> <li>2 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.</li> <li>3 ALL DIMENSIONS AND ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURIN TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESSIONAL OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION UNLESS CERTIFIED, AND IN NO EVENT PRE-IPPE CLOSER THAN FIVE FEET FROM MACHINE, FACTORY MACHINE, FACTORY MACHINE, IS TO BE MONTINE TO NOT USE TO NORMAL MACHINE IS TO BE MOVED THROUGH NARRWOR ON LOW CORRIDORS OR OPENINGS.</li> </ul>                                                                                                                                                                                                                                                                                                                                                    |
| 6 AS OF THIS WRITING, THE MINIWUM CLEARANCE REQUIRED BY U.S. NATIONAL ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS. 36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL 42 [1067] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL 42 [1067] IF OBJECT IS AN UNGROUNDED WALL (Ie. BARE CONCRETE, BRICK, E 48 [1219] IF OBJECT IS ANY LIVE PART. CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS. 5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCET T ACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT MACHINE. TZ' IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE 'Z' AND THE FINISHE FLOOR MAY VARY (WITH CHANGES IN FLOOR HEICHT) AS REQUIRED TO INSURE 1 BASELINE 'Z' IS HORIZONTAL. AND ALL COMPONENTS REQUIRING GROUT ARE SET A MINIMUM 1' [25] THICK GROUT BED. 3 USE REFERENCE LINES 'X', 'Y', AND 'Z' TO LOCATE ALL SERVICE CONNECTIONS 1 ALL DIMENSIONS SHOWIN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURIN TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIONAD FRELORMENTS, ETCLOOR NOT USE FOR CONSTRUCTION UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM MACHINE, SATORY WARY (WITS EC CONSULTED FOR DIMENSIONS IN MILLINGTERS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <ul> <li>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.</li> <li>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, E</li> <li>48 [1219] IF OBJECT IS ANY LIVE PART.</li> <li>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.</li> <li>5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE T MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TEQUIPMENT.</li> <li>4 BASELINE, "Z' IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE," Z' AND THE FINISHE LOOR TWA'VARY (WITH CHANGES IN FLOOR HEICHT) AS REQUIRIED TO INSURE T BASELINE, "Z' IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET A MINIMUM 1" [25] THICK GROUT BED.</li> <li>3 USE REFERENCE LINES "X', "Y', AND "Z' TO LOCATE ALL SERVICE CONNECTONS?</li> <li>1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURIN TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIONAD TO COMPONENTS, ERC. DO NO USE FREONSTURION AND TO COMPONENTS, ERC. DO NO USE CONSTRUCTIONS UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM MACHINE, FACTORY MUST BE CONSULTE FOR DIMENSIONS IN MACHINE IS TO BE MOVED THROUGH NARRWO R LOW CORRIDORS OR OPENINGS.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| LOUIPMENT.<br>4 BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHE<br>FLOOR MAY VARY (MITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE T<br>BASELINE, "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET<br>A MINIMUM 1" [25] THICK GROUT BED.<br>3 USE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS<br>2 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.<br>1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURIN<br>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESION<br>AND YON FELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>MACHINE, FACTORY MUST BE CONSULTE FOR DIMENSIONS IF MACHINE IS TO BE<br>MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| LOUIPMENT.<br>4 BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHE<br>FLOOR MAY VARY (MITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE T<br>BASELINE, "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET<br>A MINIMUM 1" [25] THICK GROUT BED.<br>3 USE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS<br>2 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.<br>1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURIN<br>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESION<br>AND YON FELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>MACHINE, FACTORY MUST BE CONSULTE FOR DIMENSIONS IF MACHINE IS TO BE<br>MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| 1 ALL DIMENSIONS SHOWN THE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURIN<br>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIG<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>MACHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| OWNER /USER III TIMATELY RESPONSIBLE TO MAINITAIN A CAFE WORKING FAMILIENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| ACCORDINGLY, THE OWNER/USER MUST RECOGNIZE ALL FORESEFARLE SAFETY HAZAR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| ACCONDUCTED TO UNITERVISED IN THE ACCOUNT ALL PROCENT ALL PROCESSARY ADDITIONAL SAFETY INSTRUCTIONS AND DUDANCE TO ALL PERSONNEL WHO MAY COME<br>IN CONTACT WITH THE INSTALLATION, AND PROVIDE ALL PERSONNEL WHO MAY COME<br>GUARDS, FERCES, RESTRAINTS, DEVICES, ETC., NOT FRUNSHED BY THE EQUIPMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| GUARDS, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| MANUFACTURER OR VENDOR. ATTENTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| ATTENTION<br>THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>STRENGTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| STREINGTE VAND RAUGHT WITH DUE CONDERATION FOR NATIONAL OR RESOLVANT<br>FREQUENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACH<br>INCLUDING THE GOODS, THE WATER, AND WARY REPEATED SINUSOIDAL (ROTATING) FOR<br>GENERATED DURING ITS OPERATION. WRITE THE FACTORY FOR ADDITIONAL MACHI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| GENERATED DURING ITS OPERATION. WRITE THE FACTORY FOR ADDITIONAL (ROIAIING) FOR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| DATA FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| COSHJ112 (60K CAKES)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| INCHES 0 12 24 2020205D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| PELLERIN MILNOR CORPORATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| P.O. Box 400 Kenner, LA 70063, USA, Phone 504/467–9591,<br>FAX 504/468–3094, Email: milnorinfo@milnor.com                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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NOTES !! TOP TOP HIS DRAWING UTILIZES HIRD ANGLE PROJECTION' RULES AS SHOWN. -front>  $\bigcirc$ LEFT RIGHT

| N1                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|                                                                                                                                                                                                                                                                                                    | STANDARD SAFETY KICK PLATE, SPRING LOADED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| R5                                                                                                                                                                                                                                                                                                 | MOUNTING BRACKET FOR STOP SWITCH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| *R4                                                                                                                                                                                                                                                                                                | FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
|                                                                                                                                                                                                                                                                                                    | MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
|                                                                                                                                                                                                                                                                                                    | FOR NUMBER OF CARS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| R3                                                                                                                                                                                                                                                                                                 | FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
|                                                                                                                                                                                                                                                                                                    | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| R2                                                                                                                                                                                                                                                                                                 | UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
|                                                                                                                                                                                                                                                                                                    | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| R1                                                                                                                                                                                                                                                                                                 | BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
|                                                                                                                                                                                                                                                                                                    | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| *M4                                                                                                                                                                                                                                                                                                | HOIST CHAIN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| М3                                                                                                                                                                                                                                                                                                 | BELT MOTORS, ALTERNATE LEFT/RIGHT PER LEVEL.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| *M2                                                                                                                                                                                                                                                                                                | BOTTOM DRIVE MOTOR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| M1                                                                                                                                                                                                                                                                                                 | HOIST MOTOR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| *E2                                                                                                                                                                                                                                                                                                | EMERGENCY STOP BUTTONS. SEE NOTE 12.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| *E1                                                                                                                                                                                                                                                                                                | MAIN ELECTRICAL CONNECTION INTO CONTROL BOX                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |
| ITEM                                                                                                                                                                                                                                                                                               | LEGEND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |
|                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
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|                                                                                                                                                                                                                                                                                                    | NOTES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 17 CC<br>SH                                                                                                                                                                                                                                                                                        | NOTES<br>NTROLS FOR THE COSHJ113 ARE CONTAINED IN THIS REMOTELY MOUNTED<br>UTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| S⊢<br>16 DF                                                                                                                                                                                                                                                                                        | NTROLS FOR THE COSHJ113 ARE CONTAINED IN THIS REMOTELY MOUNTED<br>UTTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT.<br>YER SUPPORTS ARE NOT AVAILABLE, CEILING OR FREESTAND SUPPORTS CAN BE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |
| SH<br>16 DF<br>US                                                                                                                                                                                                                                                                                  | NTROLS FOR THE COSHJ113 ARE CONTAINED IN THIS REMOTELY MOUNTED<br>UTTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT.<br>YER SUPPORTS ARE NOT AVAILABLE. CELIUNG OR FREESTAND SUPPORTS CAN BE<br>ED. FIELD INVOATION IS REQUIRED, INCLUDING VERIFICATION BY COMPETENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| SH<br>16 DF<br>US<br>PE<br>TH                                                                                                                                                                                                                                                                      | NTROLS FOR THE COSHJ113 ARE CONTAINED IN THIS REMOTELY MOUNTED<br>UTTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT.<br>VER SUPPORTS ARE NOT AVAILABLE. CELLING OR FREESTAND SUPPORTS CAN BE<br>ED. FIELD INNOVATION IS REQUIRED, INCLUDING VERIFICATION BY COMPETENT<br>RSONS THAT THE CELLING IS ADEQUATE TO SUPPORT AND STEADY THE LOAD.<br>IS NOT THE RESPONSIBILITY OF PMC.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| SH<br>16 DF<br>US<br>PE<br>TH<br>15 DI                                                                                                                                                                                                                                                             | NTROLS FOR THE COSHJ113 ARE CONTAINED IN THIS REMOTELY MOUNTED<br>UTTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT.<br>VER SUPPORTS ARE NOT AVAILABLE. CELLING OR FREESTAND SUPPORTS CAN BE<br>ED. FIELD INNOVATION IS REQUIRED, INCLUDING VERIFICATION BY COMPETENT<br>RSONS THAT THE CELLING IS ADEQUATE TO SUPPORT AND STEADY THE LOAD.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| SH<br>16 DF<br>US<br>PE<br>TH<br>15 DII<br>EN<br>14 SE                                                                                                                                                                                                                                             | NTROLS FOR THE COSHJ113 ARE CONTAINED IN THIS REMOTELY MOUNTED<br>UTTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT.<br>YER SUPPORTS ARE NOT AVAILABLE. CEILING OR FREESTAND SUPPORTS CAN BE<br>ED. FIELD INNOVATION IS REQUIRED, INCLUDING VERIFICATION BY COMPETENT<br>RSONS THAT THE CEILING IS ADEQUATE TO SUPPORT AND STEADY THE LOAD.<br>IS NOT THE RSPONSIBILITY OF PMC.<br>MENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br>THE RAIL LENGTH.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
| SH<br>16 DF<br>US<br>PE<br>TH<br>15 DII<br>EN<br>14 SE<br>13 SE                                                                                                                                                                                                                                    | NTROLS FOR THE COSHJ113 ARE CONTINUED IN THIS REMOTELY MOUNTED<br>UTTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT.<br>VER SUPPORTS ARE NOT AVAILABLE. CELLING OR FREESTAND SUPPORTS CAN BE<br>ED. FIELD INNOVATION IS REQUIRED, INCLUDING VERIFICATION BY COMPETENT<br>RSONS THAT THE CELLING IS ADEQUATE TO SUPPORT AND STEADY THE LOAD.<br>IS NOT THE RESPONSIBILITY OF PMC.<br>WENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br>TIRE RAIL LENGTH.<br>E BDLTRAILAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |
| SH<br>16 DF<br>US<br>PE<br>TH<br>15 DII<br>EN<br>14 SE<br>13 SE<br>R4<br>12 TH                                                                                                                                                                                                                     | NTROLS FOR THE COSHJ113 ARE CONTINED IN THIS REMOTELY MOUNTED<br>UTTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT.<br>VER SUPPORTS ARE NOT AVAILABLE. CELLING OR FREESTAND SUPPORTS CAN BE<br>ED. FIELD INNOVATION IS REQUIRED, INCLUDING VERIFICATION BY COMPETENT<br>RSONS THAT THE CELLING IS ADEQUATE TO SUPPORT AND STEADY THE LOAD.<br>IS NOT THE RESPONSIBILITY OF PMC.<br>WENSIONS IN UPPER RAL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br>THER RALL LENGTH.<br>E BDLTRCLARE FOR DIMENSIONS OF FAILS AND SUPPORTS.<br>E BDLTRCLARE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br>IL OR WALL.<br>E COSHJ113 CANNOT BE LOADED DIRECTLY FROM A COINC CONVEYOR. THE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |
| SH<br>16 DF<br>US<br>PE<br>TH<br>15 DII<br>EN<br>14 SE<br>13 SE<br>RA<br>12 TH<br>MI                                                                                                                                                                                                               | NTROLS FOR THE COSHJ113 ARE CONTINUED IN THIS REMOTELY MOUNTED<br>UTTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT.<br>VER SUPPORTS ARE NOT AVAILABLE. CELLING OR FREESTAND SUPPORTS CAN BE<br>ED. FIELD INNOVATION IS REQUIRED, INCLUDING VERIFICATION BY COMPETENT<br>RSONS THAT THE CELLING IS ADEQUATE TO SUPPORT AND STEADY THE LOAD.<br>IS NOT THE RESPONSIBILITY OF PMC.<br>MENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br>THE RAIL LENGTH.<br>E BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.<br>E BDLTRAILAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br>IL OR WALL.<br>E COSHJ113 CANNOT BE LOADED DIRECTLY FROM A COINC CONVEYOR. THE<br>WIMUM LOAD HEIGHT FOR TOP BELT IS 54 [1372].                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |
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| SH<br>16 DF<br>US<br>PE<br>TH<br>15 DII<br>EN<br>14 SE<br>13 SE<br>RA<br>12 TH<br>MI<br>11 EM<br>SH<br>10 TH<br>TH                                                                                                                                                                                 | NTROLS FOR THE COSHJ113 ARE CONTAINED IN THIS REMOTELY MOUNTED<br>UTTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT.<br>VER SUPPORTS ARE NOT AVAILABLE. CELLING OR FREESTAND SUPPORTS CAN BE<br>ED. FIELD INNOVATION IS REQUIRED, INCLUDING VERFICATION BY COMPETENT<br>RESONS THAT THE CELLING IS ADEQUATE TO SUPPORT AND STEADY THE LOAD.<br>IS NOT THE RESPONSIBILITY OF PMC.<br>MENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br>TIRE RALL LENGTH.<br>E BOLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.<br>E BOLTRAILAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br>IL OR WALL.<br>E COSHJ113 CANNOT BE LOADED DIRECTLY FROM A COINC CONVEYOR. THE<br>WINW LOAD HEIGHT FOR TOP BELT IS 54 [1372].<br>ERGENCY STOPS ARE LOCATED ON BOTH LEFT AND RIGHT SIDES OF THE<br>UTTLE.                                                                                                                                                                                                                                                                                                                                                           |  |
| SH           16         DF           17         DII           18         DF           14         SE           12         TH           11         EM           11         EM           11         EM           11         EM           11         EM           11         EM           9         CC | NTROLS FOR THE COSHJ113 ARE CONTAINED IN THIS REMOTELY MOUNTED<br>UTTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT.<br>VER SUPPORTS ARE NOT AVAILABLE. CELLING OR FREESTAND SUPPORTS CAN BE<br>ED. FIELD INNOVATION IS REQUIRED, INCLUDING VERIFICATION BY COMPETENT<br>RSONS THAT THE CELLING IS ADEQUATE TO SUPPORT AND STEADY THE LOAD.<br>IS NOT THE RESPONSIBILITY OF PMC.<br>MENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br>THE RAIL LENGTH.<br>E BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.<br>E BDLTRCHARE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br>IL OR WALL.<br>I OR WALL.<br>I OR WALL.<br>E COSHJ113 CANNOT BE LOADED DIRECTLY FROM A COINC CONVEYOR. THE<br>WINUM LOAD HEIGHT FOR TOP BELT IS 54 [1372].<br>EREGENCY STOPS ARE LOCATED ON BOTH LEFT AND RIGHT SIDES OF THE<br>UTTLE.<br>E HIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>OSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY BE<br>CALL ORDRED IN OTHER MEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY.<br>SHJ113 ACCOMMODATES ONE BATCH ON THE CONVEYOR WIDTH, ONE BATCH                                   |  |
| SH<br>16 DF<br>US<br>PE<br>TH<br>15 DH<br>EN<br>14 SE<br>13 SE<br>RA<br>12 TH<br>MI<br>11 EM<br>SH<br>10 TH<br>SH<br>10 TH<br>SH<br>10 OF<br>9 CO                                                                                                                                                  | NTROLS FOR THE COSHJ113 ARE CONTINIED IN THIS REMOTELY MOUNTED<br>UTTLE CONTROL BOX WHICH MUST BE FLACED IN THE EQUIPMENT LAYOUT.<br>VER SUPPORTS ARE NOT AVAILABLE. CELLING OR FRESTAND SUPPORTS CAN BE<br>ED. FIELD INNOVATION IS REQUIRED, INCLUDING VERIFICATION BY COMPETENT<br>RSONS THAT THE CELLING IS ADEQUATE TO SUPPORT AND STEADY THE LOAD.<br>IS NOT THE RESPONSIBILITY OF PMC.<br>MENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br>TIRE RAIL LENGTH.<br>E BDLTRCIARE FOR DIMENSIONS OF RAILS AND SUPPORTS.<br>E BDLTRCIARE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br>IL OR WALL.<br>E COSHJ113 CANNOT BE LOADED DIRECTLY FROM A COINC CONVEYOR. THE<br>UNUM LOAD HEIGHT FOR TOP BELT IS 54 [1372].<br>EREGENCY STOPS ARE LOCATED ON BOTH LEFT AND RIGHT SIDES OF THE<br>UTTLE.<br>E HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>OSE THAT SATISTY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTLE MAY NO<br>GE THAT SATISTY MOST FACILITY REQUIRED. CONSULT THE MILNOR FACTORY.<br>SHJ113 ACCOMMODATES ONE BATCH ON THE CONVEYOR WIDTH, ONE BATCH<br>THE CONVEYOR LENGT HAND THREE LEVELS OF CONVEYORS FOR A TOTAL |  |
| SH<br>16 DF<br>US<br>PTH<br>15 DII<br>EN<br>14 SE<br>13 SE<br>14 SE<br>13 RE<br>14 SE<br>14 SE<br>10 TH<br>TH<br>SF<br>9 CO<br>OF                                                                                                                                                                  | NTROLS FOR THE COSHJ113 ARE CONTAINED IN THIS REMOTELY MOUNTED<br>UTTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT.<br>VER SUPPORTS ARE NOT AVAILABLE. CELLING OR FREESTAND SUPPORTS CAN BE<br>ED. FIELD INNOVATION IS REQUIRED, INCLUDING VERIFICATION BY COMPETENT<br>RSONS THAT THE CELLING IS ADEQUATE TO SUPPORT AND STEADY THE LOAD.<br>IS NOT THE RESPONSIBILITY OF PMC.<br>MENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br>THE RAIL LENGTH.<br>E BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.<br>E BDLTRCHARE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br>IL OR WALL.<br>I OR WALL.<br>I OR WALL.<br>E COSHJ113 CANNOT BE LOADED DIRECTLY FROM A COINC CONVEYOR. THE<br>WINUM LOAD HEIGHT FOR TOP BELT IS 54 [1372].<br>EREGENCY STOPS ARE LOCATED ON BOTH LEFT AND RIGHT SIDES OF THE<br>UTTLE.<br>E HIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>OSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY BE<br>CIAL ORDBRED IN OTHER REQUIRED. CONSULT THE MILING FACTORY.<br>SHJ113 ACCOMMODATES ONE BATCH ON THE CONVEYOR WIDTH, ONE BATCH                                             |  |

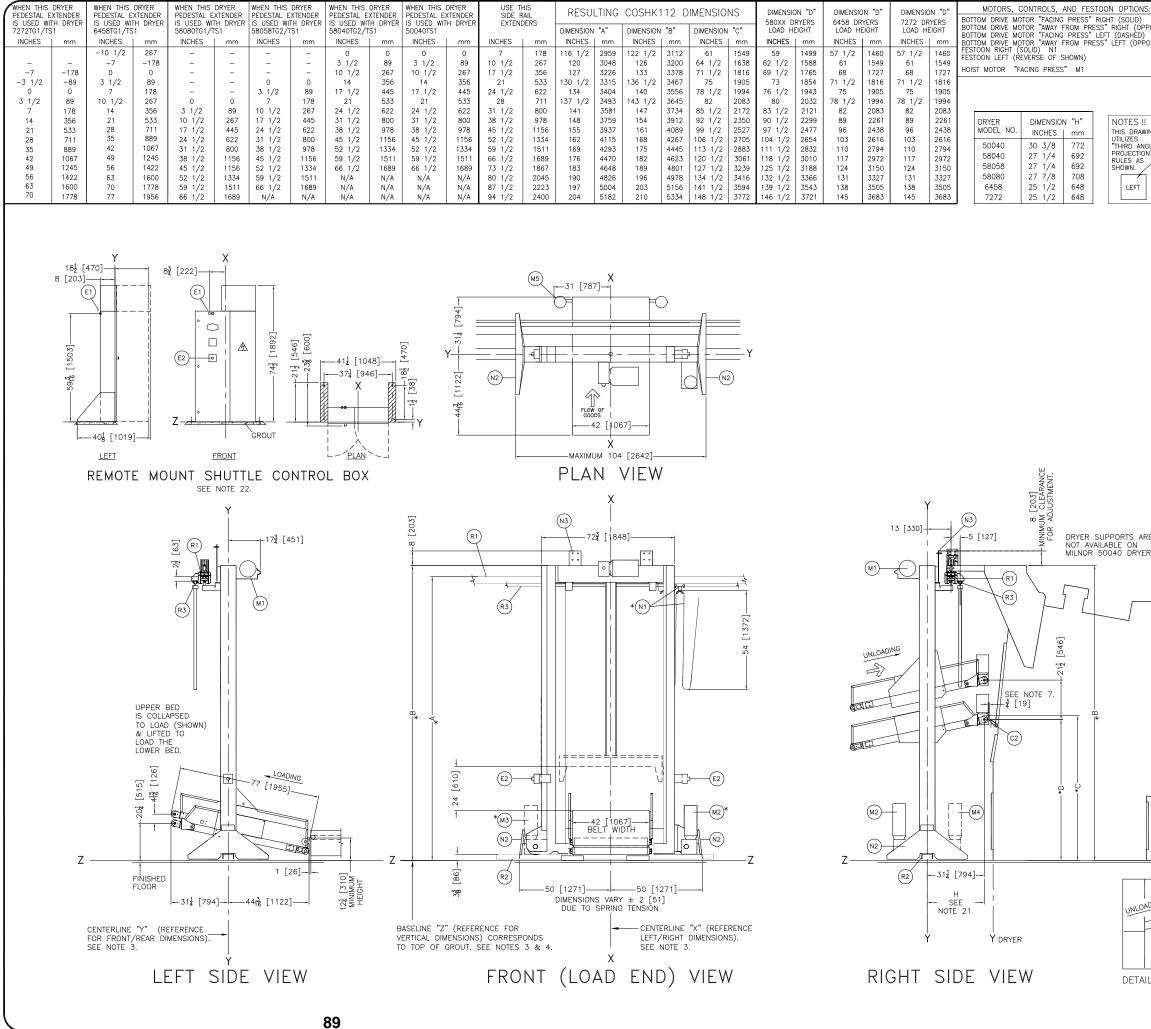
PLACEMENT CONFIGURATIONS. COMPONENT LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK MAY BE ORDERED ON THE OPPOSITE SIDE. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION. AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.

- 7 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SUGHTLY REQUIRING ADJUSTBMENT OF BELT ROLLERS AND SUGHT LENGTHEINNG OF CONVEYOR.
   6 AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS: 36 [914] IF OBJECT IS AN UNOROUNDED (INSUATED) WALL 42 [1067] IF OBJECT IS AN UNOROUNDED (INSUATED) WALL 42 [1067] IF OBJECT IS AN GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.) 43 [121] IF OBJECT IS AN UNER PART.
   CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.
   CUSTOMET O SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO EQUIPMENT.
   4 BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHED FLOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT BASELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING ROUT ARE SET ON A MINIMUM 1" [25] THICK GROUT BED.
   1 USE REFERENCE LINES "Y, "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.
   2 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.
   1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTCE THROUGH REDESION AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION UNLESS CERTIFIED, AND IN IN O EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM MACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IN MILLIMETERS.
   1 ALL DIMENSIONS OF LOW OR LOW CORRIDORS ON OPENINGS.
   1 ALD MENSIONS OR ON OR DE VERDET FOR MACHINE IS TO BE MOVED THROUGH NARROV OR LOW CORDINO CONFIDERS THAN FIVE FEET FROM MACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IN MACHINE IS TO BE MOVED THROUGH NARROV OR LOW CORRIDORS ON OPENINGS.

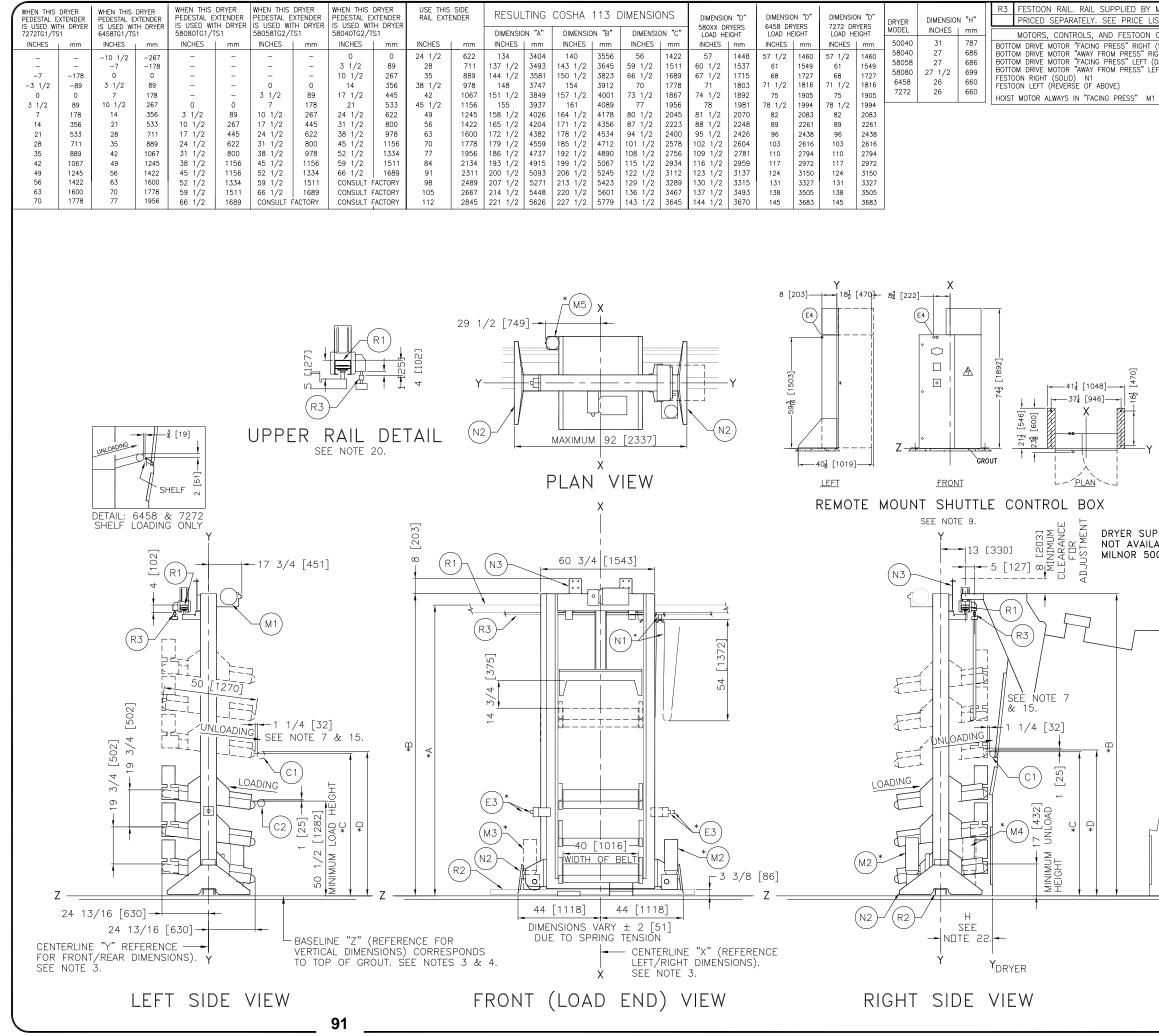
MOST REGULATORY AUTHORITIES (INCLUMES OR OPENINGS. ATTENTION OWNER/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT. ACCORDINGLY, THE OWNER/USER MUST RECOGNIZE ALL FORESERABLE SAFETY HAZARDS, FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL FORESERABLE SAFETY HAZARDS, FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL FORESERABLE SAFETY HAZARDS, FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL FORESERABLE SAFETY HAZARDS, FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME IN CONTACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY GUARDS, FERCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT WANUFACTURER OR VENDOR.

MANUFACTURER OF VENDOR. ATTENTION THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT STRENGTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT REQUENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE INCLUDING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORCE GENERATED DURING ITS OPERATION, WRITE THE FACTORY FOR ADDITIONAL MACHINE DATA FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.

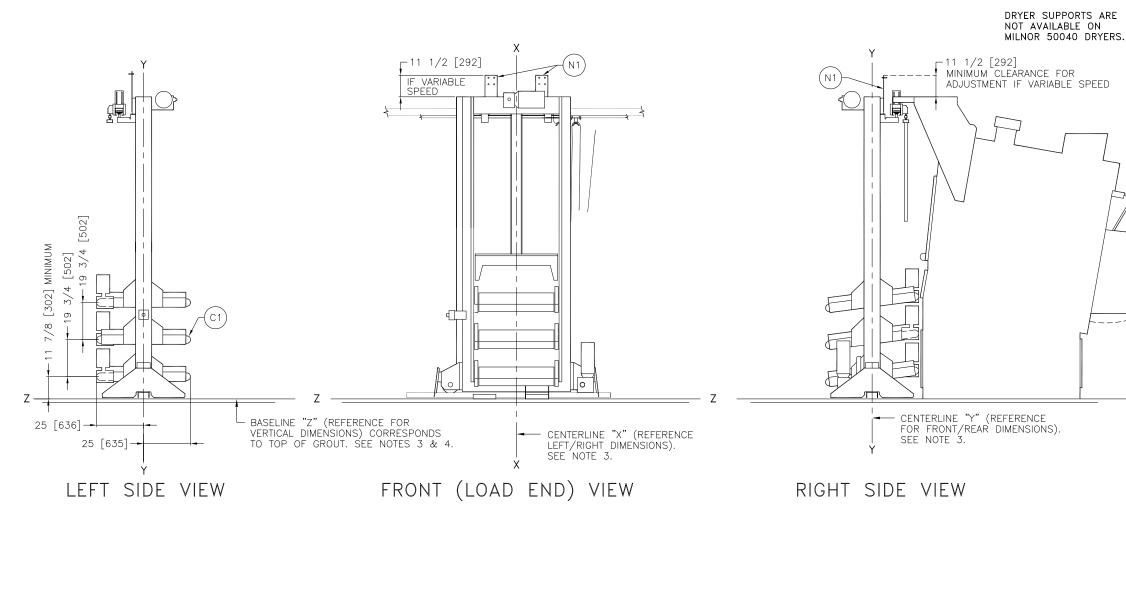




| S: SEE NOTE 9             |                         |                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| M2<br>POSITE OF SHOWN) M4 | R3                      | FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                                                                                                                             |
| M3<br>POSITE OF SHOWN)    | R2                      | PRICED SEPARATELY. SEE PRICE LIST.<br>BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY                                                                                                                                                                                                                                                                                                                     |
|                           |                         | BE PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                                        |
|                           | R1                      | UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE<br>PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                         |
|                           | N3                      | MOUNTING BRACKET FOR STOP SWITCH.                                                                                                                                                                                                                                                                                                                                                                            |
|                           | N2                      | STANDARD SAFETY KICK PLATE, SPRING LOADED.                                                                                                                                                                                                                                                                                                                                                                   |
|                           | *N1                     | FESTOON CABLE SUPPORT CARS. CARS SUPPLIED BY MILNOR<br>AND MAY BE PRICED SEPARATELY. SEE PRICE LIST FOR                                                                                                                                                                                                                                                                                                      |
|                           |                         | NUMBER OF CARS.                                                                                                                                                                                                                                                                                                                                                                                              |
|                           | M5<br>*M4               | BELT MOTOR, ALTERNATES LEFT/RIGHT PER LEVEL.<br>BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND                                                                                                                                                                                                                                                                                                           |
| FRONT                     |                         | LOCATION.                                                                                                                                                                                                                                                                                                                                                                                                    |
|                           | *M3                     | BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND                                                                                                                                                                                                                                                                                                                                                               |
|                           | *M2                     | BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND                                                                                                                                                                                                                                                                                                                                                              |
|                           | M1                      | LOCATION.<br>HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.                                                                                                                                                                                                                                                                                                                                                  |
|                           | E2                      | EMERGENCY STOP BUTTON, SEE NOTE 12.                                                                                                                                                                                                                                                                                                                                                                          |
|                           | E1                      | ELECTRICAL & CONTROL CABLE CONNECTIONS FOR<br>REMOTE SHUTTLE CONTROL BOX                                                                                                                                                                                                                                                                                                                                     |
|                           | C2                      | LOAD DOOR SHELF                                                                                                                                                                                                                                                                                                                                                                                              |
|                           | C1                      | LOADING ROLLER ON MILNOR DRYERS                                                                                                                                                                                                                                                                                                                                                                              |
|                           | ITEM                    | LEGEND                                                                                                                                                                                                                                                                                                                                                                                                       |
|                           |                         | NOTES                                                                                                                                                                                                                                                                                                                                                                                                        |
|                           | 21 DI                   | INTROLS FOR THE COSHM SHUTTLE ARE CONTAINED IN THIS REMOTELY MOUNTED HUTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT. MENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYER MENSIONAL DRAWING                                                                                                                                                                                  |
|                           | FF<br>VE<br>SU          | RYER SUPPORTS ARE NOT AVAILABLE ON MILNOR 50040 DRYERS. CEILING OR<br>REESTAND SUPPORTS CAN BE USED. FIELD INNOVATION IS REQUIRED, INCLUDING<br>RIFICATION BY COMPETENT OTHER PERSONS THAT THE CEILING IS ADEQUATE TO<br>JPPORT AND STEADY THE LOAD. THIS IS NOT THE RESPONSIBILITY OF PMC.                                                                                                                  |
|                           |                         | EE BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.<br>MENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.                                                                                                                                                                                                                                                                                                   |
|                           | 18 SE<br>R/             | EE BDLTRCLRAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF NIL OR WALL.                                                                                                                                                                                                                                                                                                                            |
|                           | R                       | NUTION - BELT END ROLLER MUST BE 1 [25] ABOVE DRYER ROLLER AS SHOWN<br>HEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE DRYER<br>DLLER WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY<br>AOP ON FLOOR.                                                                                                                                                                     |
|                           | CC<br>ST                | SHILLI WAS DESIGNED TO WORK WITH GOK CAKES AND 58080 DRYER. THE<br>SHILLI STALLER AND REQUIRES HIGHER MOUNTED SUPPORT RALL THAN FOR<br>ANDARD COSHA, RALL EXTRA HEIGHT WAS NEEDED TO ACCOMMODATE THE GOK                                                                                                                                                                                                     |
|                           | 14 TH<br>LC             | KKES AS WELL AS THE 7 [178] HIGHER LOAD HEICHT OF THE 58080 DRYER.<br>HE COSHK112 CAN BE LOADED DIRECTLY FROM THE SINGLE STAGE PRESS.<br>JADING THE TOP BED IN ITS COLLAPSED POSITION, THEN ELEVATING TO LOAD                                                                                                                                                                                                |
|                           | TH<br>13 DI             | IE LOWER BED.<br>MENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE                                                                                                                                                                                                                                                                                                                        |
|                           | EN 12 EN                | ITIRE RAIL LENGTH.                                                                                                                                                                                                                                                                                                                                                                                           |
| RE                        | SH                      | HUTTLE. AN EMERGENCY STOPS IS ALSO INSTALLED INTO THE DOOR OF THE<br>HE REMOTE MOUNT CONTROL BOX.                                                                                                                                                                                                                                                                                                            |
| RS.                       | 11 TH<br>TH<br>SI       | IE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>IOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY BE<br>PECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY.                                                                                                                                                                                  |
|                           | 10 00                   | LONE OFFICER NUMBER 112 DESCRIBES THE NUMBER OF CARES THE CONFORT<br>SNH MODEL NUMBER 112 DESCRIBES THE NUMBER OF CARES THE CONFYOR'S MIDTH,<br>NN ACCOMMODATE; ONE (60K/42 <sup>°</sup> (1067) DIA) CARE ON THE CONFYOR'S WIDTH,<br>NE (60K/42 <sup>°</sup> (1067) DIA). CARE ON THE CONFYOR'S LENGTH AND TWO LEVELS<br><sup>5</sup> CONVEYOR'S FOR A TOTAL OF TWO (60K/42 <sup>°</sup> (1067) DIA.) CARES. |
|                           | 01<br>*9 TH             | CONVEYORS FOR A TOTAL OF TWO (60K/42[1067] DIA.) CAKES.<br>E SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br>ACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN, COMPONENT                                                                                                                                                                                                        |
|                           | LC<br>M/<br>FC          | CATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY<br>ACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS<br>RY YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL                                                                                                                                                                                             |
| $\neg$                    | 8 AF                    | FORMATION.<br>TER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>DUISTNENT OF BELT POLLERS AND SLIGHT LENGTHENING OF CONVEYOR                                                                                                                                                                                                                                                         |
| L                         | 7 SE                    | JUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.<br>EE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINES<br>ID HEIGHT OFF FLOOR.                                                                                                                                                                                                                                              |
| 17                        | 6 AS                    | S OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>LECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:                                                                                                                                                                                                                                                                                     |
| //                        | _                       | 36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)                                                                                                                                                                                                                                                                             |
|                           |                         | 48 [1219] IF OBJECT IS ANY LIVE PART.<br>HECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                                                                                                                                                                                                 |
|                           | DI<br>MJ<br>EC          | USTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>SCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>ACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br>DUIPMENT.                                                                                                                                                                                         |
| /                         |                         | ASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>MENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHED<br>OOR MAY VARY (WITH CHANCES IN FLOOR HEIGHT) AS BEOLINED TO INSURE THAT                                                                                                                                                                                      |
|                           | A                       | MICHOROWE DRAWINGS. THE DISTANCE BELINEUR SUBJECT AND THE THINGHED<br>JOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT<br>SEELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>MINIMUM 1" [25] THICK GROUT BED.                                                                                                                                                 |
|                           | 2 N                     | SE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.<br>JMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.                                                                                                                                                                                                                                                                           |
|                           | 1 AL<br>TC              | L DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>DILERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>DJ/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION                                                                                                                                                                                             |
|                           | UI<br>M/                | NLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>ACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE                                                                                                                                                                                                                                                                 |
|                           | M                       | DVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                                                                                                                                                                                                            |
| Z                         | OWNER                   | REGULATORY AUTHORITIES (INCLUDING OSHA IN THE USA) HOLD THE<br>R/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.                                                                                                                                                                                                                                                                         |
| Z                         | ACCOF<br>FURNI<br>IN CO | IDINGLY, THE OWNER/USER MUST RECOONIZE ALL FORESEEABLE SAFETY HAZAROS,<br>SH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME<br>NTACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>IS, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT                                                                                                             |
|                           | GUARE                   | ACTURER OR VENDOR.                                                                                                                                                                                                                                                                                                                                                                                           |
| ADING 7 & 16.             | THE F                   |                                                                                                                                                                                                                                                                                                                                                                                                              |
|                           | FREQU                   | IGTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT<br>EDRCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE<br>DING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORCES                                                                                                                                                                                          |
|                           | GENEF                   | ARED DURING ITS OPERATION, WRITE THE FACTORY FOR ADDITIONAL MACHINE<br>FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.                                                                                                                                                                                                                                                                               |
|                           |                         |                                                                                                                                                                                                                                                                                                                                                                                                              |
|                           | <u> </u>                | DM ,0 0.5M 1M DWG#                                                                                                                                                                                                                                                                                                                                                                                           |
| IL: DRYER ROLLER          |                         | BDCOSHK2AL<br>INCHES '0 12 24 36 2020205D                                                                                                                                                                                                                                                                                                                                                                    |
|                           | M                       | PELLERIN MILNOR CORPORATION                                                                                                                                                                                                                                                                                                                                                                                  |
|                           |                         | FAX 504/469-1849, Telex ITT 460124/PELM UI, Cable PELMILNOR                                                                                                                                                                                                                                                                                                                                                  |



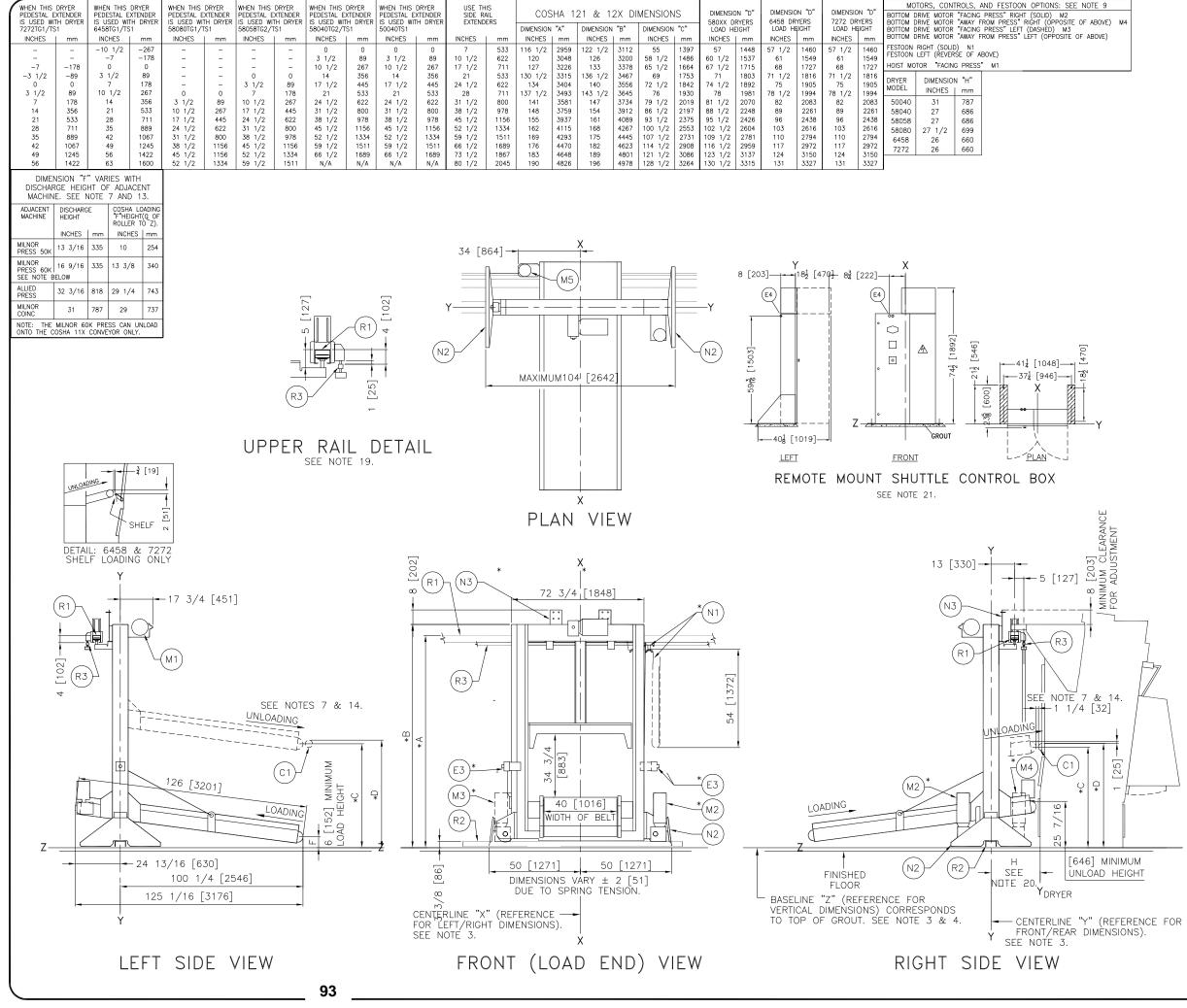
| MILNOR AND MAY BE                       | R2              | BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                  |
|-----------------------------------------|-----------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ST.                                     |                 | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                     |
| OPTIONS: SEE NOTE 9                     | R1              | UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                         |
| (SOLID) M2<br>GHT (OPPOSITE OF ABOVE)M4 | 117             | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                     |
| DASHÈD) M3<br>FT (OPPOSITE OF ABOVE)    | N3<br>N2        | MOUNTING BRACKET FOR STOP SWITCH<br>STANDARD SAFETY KICK PLATE, SPRING LOADED.                                                                                                                                                                                                         |
|                                         | *N1             | FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY                                                                                                                                                                                                                                       |
|                                         |                 | MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST                                                                                                                                                                                                                                    |
|                                         |                 | FOR NUMBER OF CARS.                                                                                                                                                                                                                                                                    |
|                                         | *M5<br>*M4      | BELT MOTOR, ALTERNATE LEFT/RIGHT PER LEVEL.<br>BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND                                                                                                                                                                                      |
|                                         | * M14           | LOCATION.                                                                                                                                                                                                                                                                              |
|                                         | *M3             | BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND                                                                                                                                                                                                                                         |
|                                         |                 | LOCATION.                                                                                                                                                                                                                                                                              |
|                                         | *M2             | BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND                                                                                                                                                                                                                                        |
|                                         | M1              | LOCATION.<br>HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.                                                                                                                                                                                                                            |
|                                         | E3              | EMERGENCY STOP BUTTON. SEE NOTE 12 .                                                                                                                                                                                                                                                   |
|                                         | *E2             | LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION. (LEFT                                                                                                                                                                                                                                  |
|                                         | * - 1           | HAND POSITION "DASHED")                                                                                                                                                                                                                                                                |
|                                         | *E1             | HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.<br>(LEFT HAND POSITION "DASHED")                                                                                                                                                                                                      |
|                                         | C2              | POSITION OF ROLLER ON MILNOR COELD111 WHEN LOADING.                                                                                                                                                                                                                                    |
|                                         | C1              | POSITION OF ROLLER ON MILNOR DRYER WHEN DISHARGING.                                                                                                                                                                                                                                    |
|                                         | ITEM            | LEGEND                                                                                                                                                                                                                                                                                 |
|                                         |                 | NOTES                                                                                                                                                                                                                                                                                  |
|                                         | 23 CC           | NOTES<br>INTROLS FOR THE SHUTTLE ARE CONTAINED IN THIS REMOTELY MOUNTED<br>NUTTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT.                                                                                                                                            |
|                                         |                 | NUTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT.<br>MENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYER                                                                                                                                                |
|                                         | DI              | MENSIONAL DRAWING                                                                                                                                                                                                                                                                      |
|                                         | FR              | IYER SUPPORTS ARE NOT AVAILABLE ON MILNOR 50040 DRYERS. CEILING OR<br>EESTAND SUPPORTS CAN BE USED. FIELD INNOVATION IS REQUIRED, INCLUDING<br>RELECATION BY CONDETENT OTHER DEPENDENT THAT THE CEILING IS ADEQUATE TO                                                                 |
|                                         |                 | RIFICATION BY COMPETENT OTHER PERSONS THAT THE CEILING IS ADEQUATE TO<br>IPPORT AND STEADY THE LOAD. THIS IS NOT THE RESPONSIBILITY OF PMC.                                                                                                                                            |
|                                         |                 | MENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br>ITIRE RAIL LENGTH.                                                                                                                                                                                             |
|                                         | 19 SE           | E BDCOSH13DB FOR DIMENSIONS OF HORIZONTAL BED AND VARIABLE SPEED TIONS.                                                                                                                                                                                                                |
|                                         | 18 SE           | E BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.                                                                                                                                                                                                                                     |
|                                         | 16 SE           | VENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.<br>E BDLTRCLRAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF                                                                                                                                                             |
|                                         | RA              | JL OR WALL.                                                                                                                                                                                                                                                                            |
|                                         | WH              | UTION - BELT END ROLLER MUST BE 1 [25] ABOVE DRYER ROLLER AS SHOWN<br>IEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE DRYER<br>ULER WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY                                                                  |
|                                         | DH              | DOP ON FLOOR.<br>E COSHA 113 WAS DESIGNED TO WORK WITH THE 58080 DRYER. THE COSHA 113                                                                                                                                                                                                  |
|                                         | IS              | LE CUSHA ITS WAS DESIGNED TO WORK WITH THE SOURD DRIVEN. THE CUSHA ITS<br>TALLER AND REQUIRES SUPPORT RAIL MOUNTED HIGHER THAN FOR STANDARD<br>DSHA RAIL EXTRA HEIGHT WAS NEEDED TO ACCOMMODATE THE 3RD CONVEYOR                                                                       |
|                                         | BE              | D AS WELL AS THE 7 [178] HIGHER LOAD HEIGHT OF THE 58080 DRYER.                                                                                                                                                                                                                        |
|                                         | MI              | E COSHA 113 CANNOT BE LOADED DIRECTLY FROM A COINC CONVEYOR. THE<br>NIMUM LOAD HEIGHT FOR TOP BELT IS 49 [1245] (CENTER OF ROLLER). THERE-<br>RE, THE COSHA 113 MUST BE LOADED BY A COELF 111 CONVEYOR.                                                                                |
|                                         | 12 EN           | IERGENCY STOPS ARE LOCATED ON BOTH LEFT AND RIGHT SIDES OF THE                                                                                                                                                                                                                         |
| PPORTS ARE<br>ABLE ON                   |                 | UUTLE.<br>E HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>OSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY BE                                                                                                                                |
| 040 DRYERS.                             | SE              | 'ECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED, CONSULT THE MILNOR FACTORY.                                                                                                                                                                                                               |
|                                         | 10 CC<br>CC     | SHA MODEL NUMBERS SHOWN IN THE TABLE INDICATE NUMBER AND<br>INFIGURATIONS OF BATCHES STORED ON CONVEYOR. IE:COSHA 113 ACCOMMODATES<br>IE BATCH ON THE CONVEYOR WIDTH, ONE BATCH ON THE CONVEYOR LENGTH AND                                                                             |
|                                         | ON<br>TH        | IE BATCH ON THE CONVEYOR WIDTH, ONE BATCH ON THE CONVEYOR LENGTH AND REE LEVELS OF CONVEYORS FOR A TOTAL OF THREE BATCHES.                                                                                                                                                             |
|                                         | *9 TH<br>PI     | E SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT                                                                                                                                                                                                                |
|                                         | M/              | ACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN. COMPONENT<br>CATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY<br>CHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS                                                                         |
|                                         | FC              | R YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL FORMATION.                                                                                                                                                                                                             |
|                                         | 8 AF            | TER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING                                                                                                                                                                                                                 |
|                                         | 7 SE            | INTERFACTING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINES<br>ID HEIGHT OFF FLOOR.                                                                                                                                                                                          |
| /                                       | 6 AS            | OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL                                                                                                                                                                                                                       |
| L                                       |                 | ECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.<br>42 [402] IF OBJECT IS A COUNTER WILL (1- DECEMPTION FOR CONCELLE DECK, FTO )                                                                                             |
|                                         | 1               | 42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)<br>48 [1219] IF OBJECT IS ANY LIVE PART.                                                                                                                                                                       |
|                                         | 5 CI            | IECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                                                                                                                    |
|                                         | DI              | CONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO                                                                                                                                               |
|                                         | 4 B4            | NUPMENT.<br>SELINE "7" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL                                                                                                                                                                                                         |
| /                                       | DI              | VENCIONAL DRAWINGS, THE DISTANCE DETWEEN DASCLINE "7" AND THE EINISHED                                                                                                                                                                                                                 |
| /                                       | BA<br>A         | MENSIONAL DRAWINGS. THE DISLANCE BELIVEEEN DASELINE 2 AND THE THISTED<br>OOR MAY VARY (WITH CHARGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT<br>SELINE "Z' IS HORZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>MINIMUM 1" [25] THICK GROUT BED.                           |
| /                                       | 3 US            | E REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.                                                                                                                                                                                                                 |
|                                         | 1 AL            | IMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.<br>L DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING                                                                                                                                                         |
|                                         | TO TO           | LERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>D/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>ILESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM                                                                         |
|                                         | M/              | CHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE                                                                                                                                                                                                                    |
|                                         |                 | DVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                                                                                      |
|                                         | MOST<br>OWNER   | REGULATORY AUTHORITIES (INCLUDING OSHA IN THE USA) HOLD THE                                                                                                                                                                                                                            |
|                                         | FURNIS          | (JUSER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT,<br>DINGLY, THE OWNER/USER MUST RECOGNIZE ALL FORESEEABLE SAFETY HAZARDS,<br>H SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME                                                                     |
|                                         | IN COL<br>GUARD | NTACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>S, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT                                                                                                                                       |
| Z                                       | MANUF           | ACTURER OR VENDOR.                                                                                                                                                                                                                                                                     |
| t                                       | THE F           | ATTENTION<br>LOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>GTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT                                                                                                                                             |
| FINISHED                                | FREQU           | GIN (WHO RIGION WITH DOE OURSIDERATION FOR NATIONAL OF RESIDENT<br>ENCY THEREOF) TO WITH DOE OURSIDERATED SINUSOIDAL (ROTATING) FORES<br>ING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORES<br>ATED DURING ITS OPERATION. WRITE THE FACTORY FOR ADDITIONAL MACHINE |
| FLOOR                                   | GENER           | ATED DURING ITS OPERATION. WRITE THE FACTORY FOR ADDITIONAL MACHINE<br>FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.                                                                                                                                                         |
|                                         |                 |                                                                                                                                                                                                                                                                                        |
|                                         | 1               | COSHA 113 (50K Cakes)                                                                                                                                                                                                                                                                  |
|                                         |                 |                                                                                                                                                                                                                                                                                        |
|                                         | $\mathbb{V}$    | NCHES 0 12 24 2018196D                                                                                                                                                                                                                                                                 |
|                                         |                 | PELLERIN MILNOR CORPORATION                                                                                                                                                                                                                                                            |
|                                         |                 | P.O. Box 400 Kenner, LA 70063, USA, Phone 504/467–9591,<br>FAX 504/468–3094, Email: milnorinfo@milnor.com                                                                                                                                                                              |
|                                         | 1               |                                                                                                                                                                                                                                                                                        |



5.

HORIZONTAL BEDS LEGEND NOTES 18 DRYER SUPPORTS ARE NOT AVAILABLE ON MILNOR 50040 DRYERS. CEILING OR FREESTAND SUPPORTS CAN BE USED. FIELD INNOVATION IS REQUIRED, INCLUDING VERIFICATION BY COMPETENT OTHER PERSONS THAT THE CEILING IS ADEQUATE TO SUPPORT AND STEADY THE LOAD. THIS IS NOT THE RESPONSIBILITY OF PMC. 17 SEE BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS. SEE BOLTRAILE FOR DIMENSIONS OF RAILS AND SUPPORTS.
 SEE BOLTRAILE FOR DIMENSIONS OF RAILS AND SUPPORTS.
 SEE BOLTRCLARE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF RAIL OR WALL.
 CAUTION - BELT END ROLLER MUST BE 1 [25] ABOVE DRYER ROLLER AS SHOWN WHEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE DRYER ROLLER WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY DROP ON FLOOR.
 TALLER AND REQUIRES SUPPORT RAIL MOUNTED HIGHTER THAN FOR STANDARD COSHA RAIL EXTRA HEIGHT WAS NEEDED TO ACCOMMODATE THE SB080 DRYER. THE COSHA 113 IS TALLER AND REQUIRES SUPPORT RAIL MOUNTED HIGHTER THAN FOR STANDARD COSHA RAIL EXTRA HEIGHT WAS NEEDED TO ACCOMMODATE THE SB080 DRYER.
 TBED AS WELL AS THE 7 [178] HIGHER LOAD HEIGHT OF THE SB080 DRYER.
 THE COSHA 113 SWST BE LOADED DIRCTLY FROM A COINC CONVEYOR. THE MINIMUM LOAD HEIGHT FOR TOP BELT IS 49 [1245] (CENTER OF ROLLER). THERE-FORE, THE COSHA 13 SWST BE LOADED DIRCTLY FROM A COINC CONVEYOR.
 EMERGENCY STOPS ARE LOCATED ON BOTH LEFT AND RIGHT SIDES OF THE SHUTTLE.
 THE HEIGHT EXENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND EVERGENCY STOPS ARE LOCATED ON BOTH LEFT AND RIGHT SIDES OF THE SHUTTLE.
 THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY BE SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILTURE MAY BE CONFIGURATIONS OF BATCHES STORED ON CONVEYOR. E:COSH A 113 ACCOMMODATES ONE BATCH ON THE CONVEYOR WIDTH, ONE BATCH ON THE CONVEYOR LENGTH AND THREE LEVELS OF CONVEYORS FOR A TOTAL OF THREE BATCHES.
 \*9 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT PLACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN, COMPONENT DICATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.
 BATER MACHINE HAS BEEN COMMISSIONED. BELL MAY STRETCH SUIGHTLY REQUIRING INFORMATION. 8 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR. 7 SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINES AND HEIGHT OFF FLOOR. SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINES AND HEIGRIF OFF FLOOR.
 AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS: 36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL 42 [1067] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL 42 [1067] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL 43 [1219] IF OBJECT IS ANY UNEY PART. CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.
 CUSTOMET TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES ROM POWER SOURCE TO MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO EQUIPMENT.
 BASELINE TZ" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHED FLOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT BASELINE "Z" IS HORTONIL. AND ALL COMPONENTS REQUIRING GROUT ARE SET ON A MINIMUM 1" [25] THICK GROUT BED.
 USE REFERENCE LINES "T, "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.
 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.
 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN AND/OR RELOCATION OF COMPONENTS, ETC., DO NOT USE FOR CONSTRUCTION UNLESS CENTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN THROUGH REDESIGN AND/OR RELOCATION OF COMPONENTS, ETC., DO NOT USE THAT EFROUGH REDESIGN AND/OR RELOCATION OF COMPONENTS, ETC., DO NOT USE THAT INFOLUE FREETEROM MACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE MOVED THROUGH NARROW OR LOW CORRIDORS OF PRINCES.
 MOST REGULATORY AUTHORITIES (INCLUDING OR UPENINGS. ATTENTION OWNER/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT. ACCORDINGLY, THE OWNER/USER MUST RECOGNIZE ALL FORESERABLE SAFETY HAZARDS, FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL FORESERABLE SAFETY HAZARDS, FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL FORESERABLE SAFETY HAZARDS, IN CONTACT WITH THE INSTRUCTIONS, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY GUARDS, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT MANUFACTURER OR VENDOR. MANUFACTURER OR VENDOR. ATTENTION THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT STRENGTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT FREQUENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE INCLUDING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORCE GENERATED DURING ITS OPERATION. WRITE THE FACTORY FOR ADDITIONAL MACHINE DATA FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER. COSHA 113 OPTIONS 0.5M BDCOSH13DB 2018196D DM 0 0.5M INCHES 0 12 24  $\odot$ PELLERIN MILNOR CORPORATION P.O. Box 400 Kenner, LA 70083, USA, Phone 504/467-9591, FAX 504/468-3094, Email: milnorinfo@milnor.com

N1 MOUNTING BRACKET FOR STOP SWITCH



| R3   |                                                       |  |  |  |  |  |  |  |  |  |
|------|-------------------------------------------------------|--|--|--|--|--|--|--|--|--|
|      | FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE      |  |  |  |  |  |  |  |  |  |
|      | PRICED SEPARATELY. SEE PRICE LIST.                    |  |  |  |  |  |  |  |  |  |
| R2   | BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE |  |  |  |  |  |  |  |  |  |
|      | PRICED SEPARATELY. SEE PRICE LIST.                    |  |  |  |  |  |  |  |  |  |
| R1   | UPPER RAIL, RAIL SUPPLIED BY MILNOR AND MAY BE        |  |  |  |  |  |  |  |  |  |
|      | PRICED SEPARATELY. SEE PRICE LIST.                    |  |  |  |  |  |  |  |  |  |
| N3   | MOUNTING BRACKET FOR STOP SWITCH                      |  |  |  |  |  |  |  |  |  |
| N2   | STANDARD SAFETY KICK PLATE, SPRING LOADED.            |  |  |  |  |  |  |  |  |  |
| *N1  | FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY      |  |  |  |  |  |  |  |  |  |
|      | MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST   |  |  |  |  |  |  |  |  |  |
|      | FOR NUMBER OF CARS.                                   |  |  |  |  |  |  |  |  |  |
| M5   | BELT MOTOR                                            |  |  |  |  |  |  |  |  |  |
| *M4  | BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND    |  |  |  |  |  |  |  |  |  |
|      | LOCATION.                                             |  |  |  |  |  |  |  |  |  |
| *M3  | BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND       |  |  |  |  |  |  |  |  |  |
|      | LOCATION.                                             |  |  |  |  |  |  |  |  |  |
| *M2  | BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND        |  |  |  |  |  |  |  |  |  |
|      | LOCATION.                                             |  |  |  |  |  |  |  |  |  |
| M1   | HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.        |  |  |  |  |  |  |  |  |  |
| E3   | EMERGENCY STOP BUTTON. SEE NOTE 12.                   |  |  |  |  |  |  |  |  |  |
| *E2  | LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT  |  |  |  |  |  |  |  |  |  |
|      | HAND POSITION "DASHED").                              |  |  |  |  |  |  |  |  |  |
| *E1  | HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT |  |  |  |  |  |  |  |  |  |
|      | HAND POSITION "DASHED").                              |  |  |  |  |  |  |  |  |  |
| C1   | POSITION OF MILNOR DRYER ROLLER TO SHOW PROPER        |  |  |  |  |  |  |  |  |  |
|      | INTERFACE. SEE NOTE 7.                                |  |  |  |  |  |  |  |  |  |
| ITEM | LEGEND                                                |  |  |  |  |  |  |  |  |  |

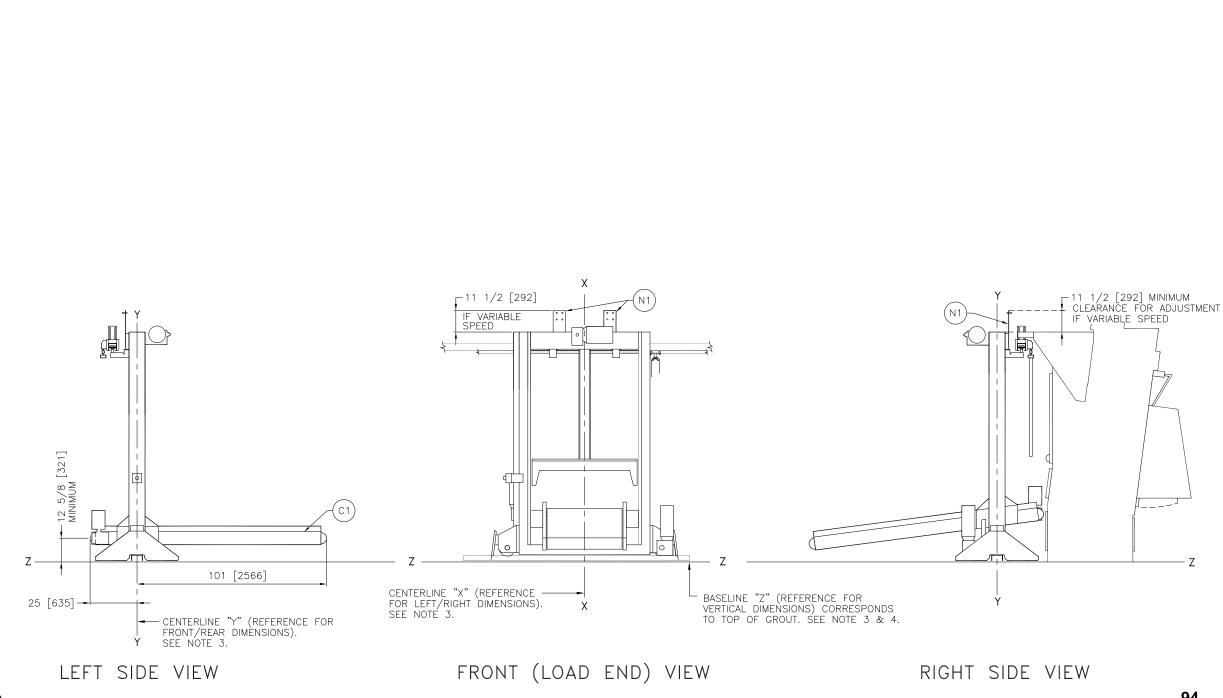
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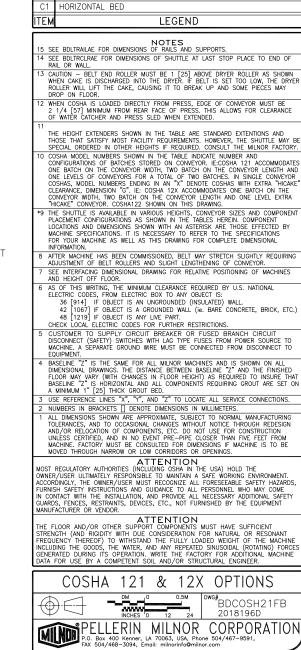
#### NOTES

- CONTROLS FOR THE SHUTTLE ARE CONTAINED IN THIS REMOTELY MOUNTED SHUTTLE CONTROL BOX WHICH MUST BE PLACED IN THE EQUIPMENT LAYOUT
- DIMENSION "H" IS FROM "Y" OF THE SHUTTLE TO Y" OF THE DRYER. SEE DRYER DIMENSIONAL DRAWING
- 19 DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE ENTIRE RAIL LENGTH. 18 SEE BDCOSH21EB FOR DIMENSIONS OF HORIZONTAL BED AND VARIABLE SPEED
- 17 DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED 16 SEE BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.
- 5 SEE BULTRAILLE FOR DIMENSIONS OF RAILS AND SUPPORTS. 5 SEE BULTRAILERAF FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF RAIL OR WALL. 4 CAUTION BELT END ROLLER MUST BE 1 [25] ABOVE DRYER ROLLER AS SHOWN WHEN CAKE IS DISCHARGED INTO THE DRYER IF BELT IS SET TOO LOW, THE DRYER ROLLER WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY DROP ON FLOOR.
- DROP ON FLOOR. WHEN COSHA IS LOADED DIRECTLY FROM PRESS, EDGE OF CONVEYOR MUST BE 2 1/4 [57] MINIMUM FROM REAR FACE OF PRESS. THIS ALLOWS FOR CLEARANCE OF WATER CATCHER AND PRESS SLED WHEN EXTENDED.
- EMERGENCY STOPS ARE LOCATED ON BOTH LEFT AND RIGHT SIDES OF THE
- SHUTTLE. SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY E SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY
- SPECIAL ORDERED IN OTHER REIGHTS IF REQUIRED. CONSIGNT THE WILDOR PACTORY COSHA MODEL NUMBERS SHOWN IN THE TABLE INDICATE NUMBER AND CONFIGURATIONS OF BATCHES STORED ON CONVEYOR. LECOSHA 121 ACCOMMODATE ONE BATCH ON THE CONVEYOR WIDTH, TWO BATCH ON THE CONVEYOR LENGTH AND ONE LEVELS OF CONVEYORS FOR A TOTAL OF TWO BATCHES, IN SINGLE CONVEYOR COSHAS, MODEL NUMBERS ENDING IN AN "X" DENOTE COSHAS WITH EXTRA "HICAKE CLEARANCE, DIMENSION "G" IE: COSHA 12X ACCOMMODATES ONE BATCH ON THE CONVEYOR WIDTH, TWO BATCH CONVEYOR LENGTH AND ONE LEVEL EXTRA "HICAKE" CONVEYOR. COSHA121 SHOWN ON THIS DRAWING.
- THICARE CONVETOR: COSHATZ SHOWN ON THIS DRAWING. THE SHUTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONEN PLACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN. COMPONENT LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.
- AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRIN ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.
- SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINES AND HEIGHT OFF FLOOR.

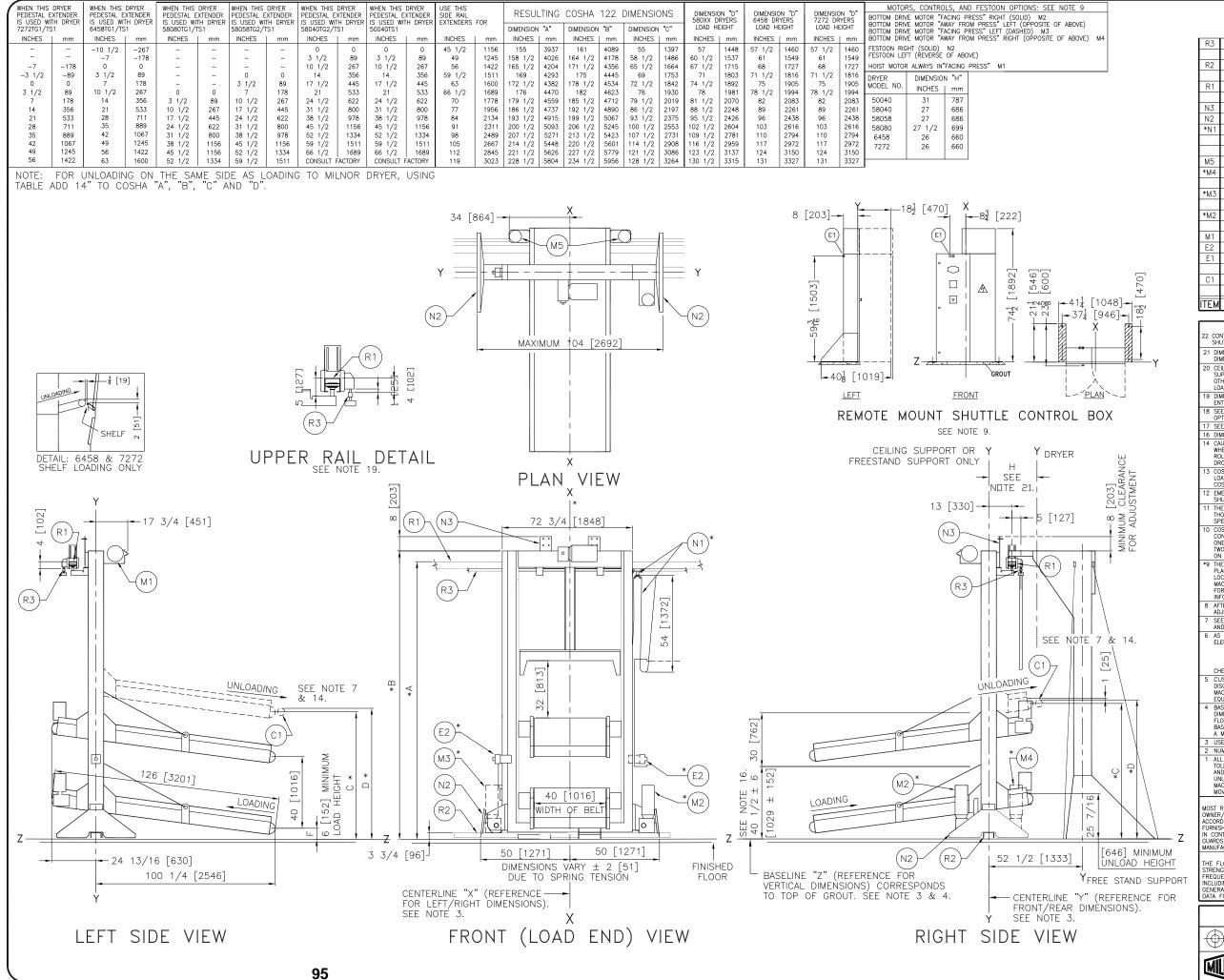
- 7 SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINES AND HEIGHT OFF FLOOR.
   6 AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL ELECTRIC COOPES, FROM ELECTRIC BOX TO ANY OBJECT 15: 36 [914] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.) 48 [1219] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.) 48 [1219] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.) 48 [1219] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.) 48 [1219] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.) 48 [1219] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.) 49 SACHTER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT DISCONNECT (SAFETY) SWITCHES WITH LAC TYPE FUSES FROM POWER SOURCE TO MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO EQUIPMENT.
   4 BASELINE "Z" IS THE SAME FOR ALL MILLOR MACHINES AND IS SHOWN ON ALL DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHED FLOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT BASELINE "Z" IS HORIZONTIAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON A MINIMUM 1" [25] THICK GROUT BED.
   1 USE REFERENCE LINES "X", Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.
   2 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.
   1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING TOLERANCES, AND TO COCASIONAL CHANGES WITHOUT NOTICE HAROUHAR MADUFACTURING MACHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE MOYED THROUGH NARROW OR LOW CORDIDORS OR OPENINGS.
   ALL DIMENSION F COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION MACHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE MOYED THROUGH NARROW OR LOW CORDIDORS OR OPENINGS.
   AND HOU DE VARTORY OR LOW CORDIDORS OR OPENINGS.
   AND THOUGHT MARROW OR LOW CORDIDORS OR OPENINGS.
- MOST REGULATORY AUTHORITIES (INCLUMES OR OPENINGS. ATTENTION OWNER/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT. ACCORDINGLY, THE OWNER/USER MUST RECOGNIZE ALL FORESERABLE SAFETY HAZARDS, FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL FORESERABLE SAFETY HAZARDS, FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL FORESERABLE SAFETY HAZARDS, FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL FORESERABLE SAFETY HAZARDS, FURNISH SAFETY INSTRUCTIONS, AND GUIDANCE TO ALL PERSONNEL WHO MAY COME IN CONTACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY GUARDS, FORCES, RESTRAINS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT WANUFACTURER OR VENDOR.
- ANALOVER OF VENDOR. ATTENTION THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT STRENGTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT FREQUENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE INCLUDING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORCE GENERATED DURING ITS OPERATION, WRITE THE FACTORY FOR ADDITIONAL MACHINE DATA FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.



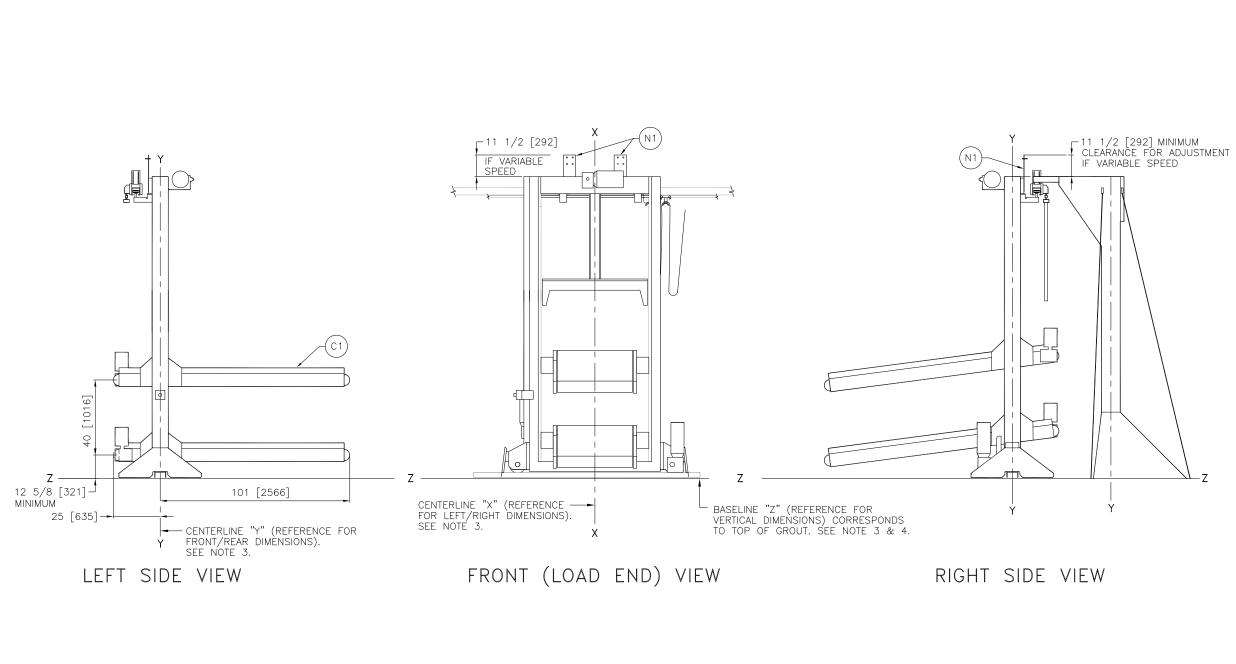




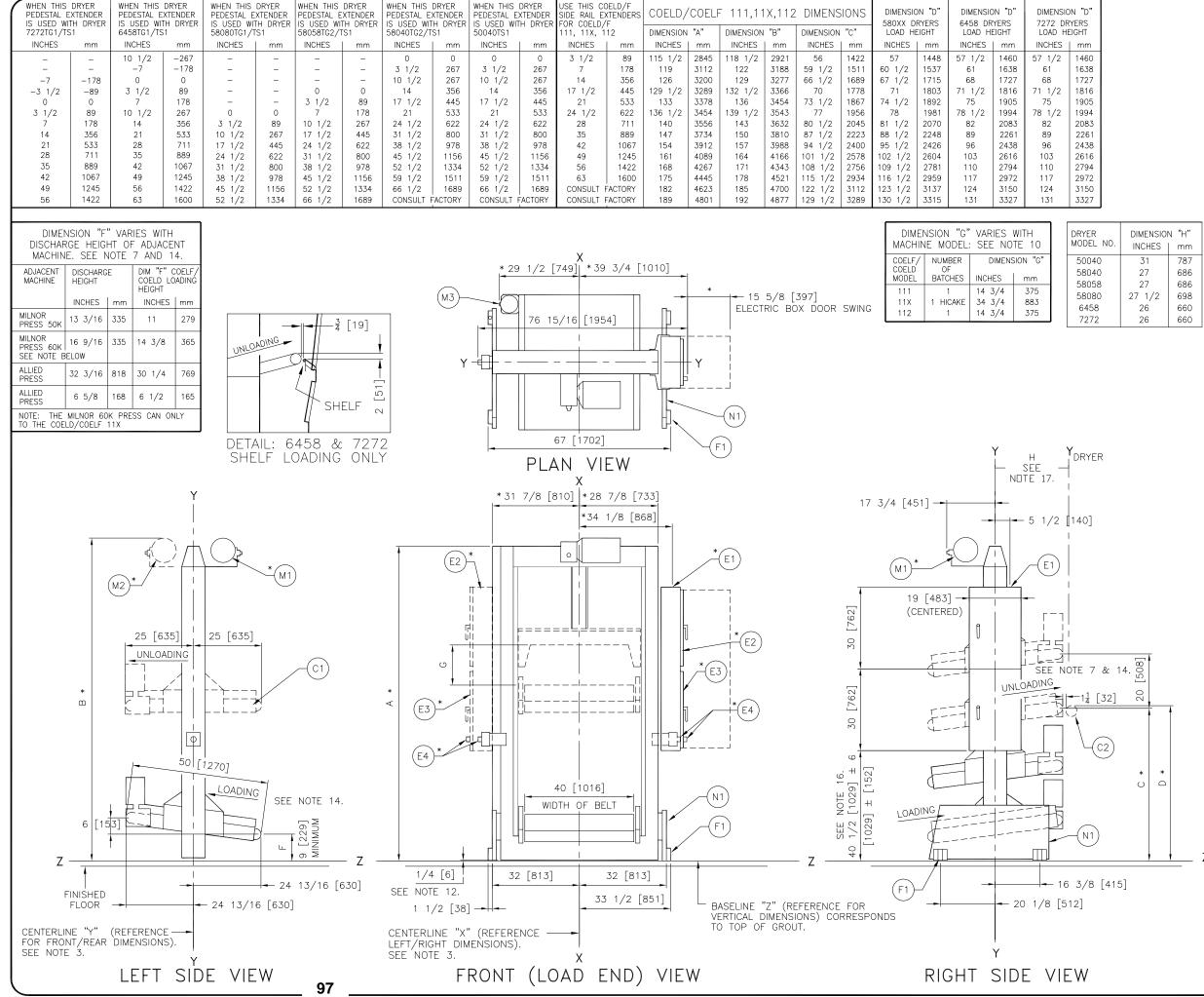
MOUNTING BRACKET FOR STOP SWITCH

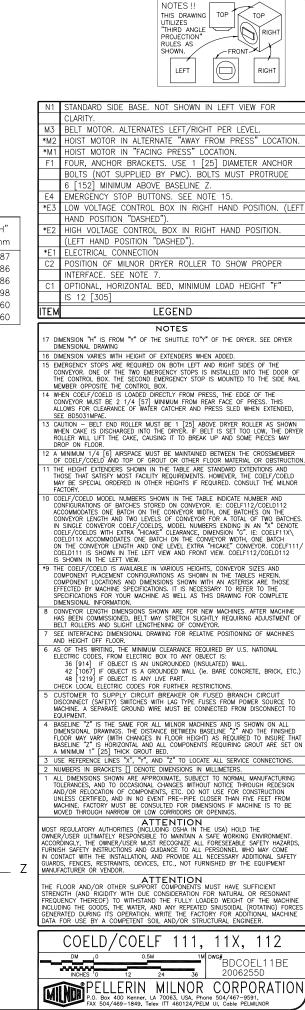


| R3                                 | FESTOON RAIL. RAIL SUPPLIED BY M                                                                                                                                                                                                                                                                                             | IILNOR AND MAY BE                                                                                                                       |  |  |  |  |  |  |  |
|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|
| D0                                 | PRICED SEPARATELY. SEE PRICE LIST                                                                                                                                                                                                                                                                                            |                                                                                                                                         |  |  |  |  |  |  |  |
| R2                                 | BOTTOM DRIVE RAIL. RAIL SUPPLIED<br>PRICED SEPARATELY. SEE PRICE LIS                                                                                                                                                                                                                                                         | BY MILNOR AND MAY BE<br>T.                                                                                                              |  |  |  |  |  |  |  |
| R1                                 | UPPER RAIL. RAIL SUPPLIED BY MILT<br>PRICED SEPARATELY. SEE PRICE LIS                                                                                                                                                                                                                                                        |                                                                                                                                         |  |  |  |  |  |  |  |
| N3                                 | MOUNTING BRACKET FOR STOP SWIT                                                                                                                                                                                                                                                                                               |                                                                                                                                         |  |  |  |  |  |  |  |
| N2                                 | STANDARD SAFETY KICK PLATE, SPRI                                                                                                                                                                                                                                                                                             |                                                                                                                                         |  |  |  |  |  |  |  |
| *N1                                | FESTOON CABLE SUPPORT CARS. CA<br>MILNOR AND MAY BE PRICED SEPAR.                                                                                                                                                                                                                                                            | RS ARE SUPPLIED BY<br>ATELY. SEE PRICE LIST                                                                                             |  |  |  |  |  |  |  |
|                                    | FOR NUMBER OF CARS.                                                                                                                                                                                                                                                                                                          |                                                                                                                                         |  |  |  |  |  |  |  |
| M5<br>*M4                          | BELT MOTOR, ALTERNATES LEFT/RIGH<br>BOTTOM DRIVE MOTOR IN "AWAY FRO                                                                                                                                                                                                                                                          |                                                                                                                                         |  |  |  |  |  |  |  |
| *M3                                | LOCATION.<br>BOTTOM DRIVE MOTOR IN "FACING P                                                                                                                                                                                                                                                                                 | RESS" LEFT HAND                                                                                                                         |  |  |  |  |  |  |  |
| *M2                                | LOCATION.<br>BOTTOM DRIVE MOTOR IN "FACING P                                                                                                                                                                                                                                                                                 | RESS" RIGHT HAND                                                                                                                        |  |  |  |  |  |  |  |
| M1                                 | LOCATION.<br>HOIST MOTOR ALWAYS IN "FACING PI                                                                                                                                                                                                                                                                                | RESS" LOCATION.                                                                                                                         |  |  |  |  |  |  |  |
| E2                                 | EMERGENCY STOP BUTTON. SEE NOT                                                                                                                                                                                                                                                                                               |                                                                                                                                         |  |  |  |  |  |  |  |
| E1                                 | ELECTRICAL & CONTROL CABLE CON<br>REMOTE SHUTTLE CONTROL BOX                                                                                                                                                                                                                                                                 | NECTIONS FOR                                                                                                                            |  |  |  |  |  |  |  |
| C1                                 | POSITION OF MILNOR DRYER ROLLER                                                                                                                                                                                                                                                                                              | TO SHOW PROPER                                                                                                                          |  |  |  |  |  |  |  |
|                                    | INTERFACE. SEE NOTE 7.                                                                                                                                                                                                                                                                                                       |                                                                                                                                         |  |  |  |  |  |  |  |
| ITEM                               | LEGEND                                                                                                                                                                                                                                                                                                                       |                                                                                                                                         |  |  |  |  |  |  |  |
|                                    | NOTES                                                                                                                                                                                                                                                                                                                        |                                                                                                                                         |  |  |  |  |  |  |  |
| SH                                 | NTROLS FOR THE SHUTTLE ARE CONTAINED IN THI<br>UTTLE CONTROL BOX WHICH MUST BE PLACED IN<br>MENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y                                                                                                                                                                                      | THE EQUIPMENT LAYOUT.                                                                                                                   |  |  |  |  |  |  |  |
| 20 CE                              | MENSIONAL DRAWING<br>ILING SUPPORTS OR FREESTAND SUPPORTS ARE A                                                                                                                                                                                                                                                              | AVAILABLE ONLY, NO DRYER                                                                                                                |  |  |  |  |  |  |  |
| SL<br>OT<br>LC                     | IPPORTS. FIELD INNOVATION IS REQUIRED, INCLUDI<br>HER PERSONS THAT THE CEILING IS ADEQUATE TO<br>IAD. THIS IS NOT THE RESPONSIBILY OF PMC.                                                                                                                                                                                   | ING VERIFICATION BY COMPETENT<br>D SUPPORT AND STEADY THE                                                                               |  |  |  |  |  |  |  |
| EN                                 | MENSIONS IN UPPER RAIL DETAIL MUST BE HELD<br>ITIRE RAIL LENGTH.                                                                                                                                                                                                                                                             |                                                                                                                                         |  |  |  |  |  |  |  |
| OF                                 | E BDCOSH22CB FOR DIMENSIONS OF HORIZONTAL<br>PTIONS.                                                                                                                                                                                                                                                                         |                                                                                                                                         |  |  |  |  |  |  |  |
| 16 DI                              | E BDLTRAILAE FOR DIMENSIONS OF RAILS AND SU<br>MENSION VARIES WITH HEIGHT OF EXTENDERS WHE                                                                                                                                                                                                                                   | EN ADDED.                                                                                                                               |  |  |  |  |  |  |  |
| 14 CA<br>WH<br>RC                  | 14 CAUTION - BELT END ROLLER MUST BE 1 [25] ABOVE DRYER ROLLER AS SHOWN<br>WHEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE DRYER<br>ROLLER WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY<br>DROP ON FLOOR.                                                                              |                                                                                                                                         |  |  |  |  |  |  |  |
| 13 CC                              | SHA 122 CANNOT BE LOADED DIRECTLY FROM A                                                                                                                                                                                                                                                                                     | COINC CONVEYOR. THE MINIMUM<br>OF ROLLER). THEREFORE.                                                                                   |  |  |  |  |  |  |  |
| 12 EN                              | AD HEIGHT OF TOP BELT IS 42" [1067] (CENTER<br>SHA 122 MUST BE LOADED BY A COELD 121 CC<br>MERGENCY STOPS ARE SUPPLIED ON BOTH LEFT A                                                                                                                                                                                        |                                                                                                                                         |  |  |  |  |  |  |  |
|                                    | IUTTLE.<br>IE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE                                                                                                                                                                                                                                                                        | STANDARD EXTENTIONS AND                                                                                                                 |  |  |  |  |  |  |  |
| SF<br>10 CC<br>CC<br>ON            | E HEIGHT EXTENDERS SHOWN IN THE TABLE ARE<br>OSE THAT SATISY MOST FACILITY REQUIREMENTS.<br>PECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED.<br>ISHA MODEL NUMBERS SHOWN IN THE TABLE IND<br>NINGURATIONS OF BATCHES STORED ON CONVEYO<br>BE BATCH ON THE CONVEYOR WIDTH, TWO BATCH<br>O LEVELS OF CONVEYORS FOR A TOTAL OF FOUR | CONSULT THE MILINOR FACTORY.<br>CATE NUMBER AND<br>R. IE:COSHA 122 ACCOMMODATES<br>ON THE CONVEYOR LENGTH AND<br>PATCHER COSHATO2 SHOWN |  |  |  |  |  |  |  |
| *9 TH<br>PL<br>LC<br>M/            | I THIS DRAWING.<br>IE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CC<br>ACEMENT CONFIGURATIONS AS SHOWN IN THE TAE<br>CATIONS AND DIMENSIONS SHOWN WITH AN ASTEF<br>CATIONS AND DIMENSIONS SHOWN WITH AN ASTEF                                                                                                                  | DNVEYOR SIZES AND COMPONENT<br>BLES HEREIN. COMPONENT<br>RISK ARE THOSE EFFECTED BY<br>ER TO THE SPECIFICATIONS                         |  |  |  |  |  |  |  |
| IN                                 | IR YOUR MACHINE AS WELL AS THIS DRAWING FOR<br>FORMATION.                                                                                                                                                                                                                                                                    |                                                                                                                                         |  |  |  |  |  |  |  |
| AD                                 | TER MACHINE HAS BEEN COMMISSIONED, BELT MA<br>JUSTMENT OF BELT ROLLERS AND SLIGHT LENGTH                                                                                                                                                                                                                                     | ENING OF CONVEYOR.                                                                                                                      |  |  |  |  |  |  |  |
| 6 AS                               | E INTERFACING DIMENSIONAL DRAWING FOR RELAT<br>ID HEIGHT OFF FLOOR.                                                                                                                                                                                                                                                          |                                                                                                                                         |  |  |  |  |  |  |  |
|                                    | OF THIS WRITING, THE MINIMUM CLEARANCE REQ<br>CEDTRIC CODES, FROM ELECTRIC BOX TO ANY OBJ<br>36 [914] IF OBJECT IS AN UNGROUNDED (INS<br>42 [1057] IF OBJECT IS A GROUNDED WALL (ie<br>48 [1219] IF OBJECT IS ANY LIVE PART.<br>IECK LOCAL ELECTRIC CODES FOR FURTHER REST                                                   | ULATED) WALL.<br>9. BARE CONCRETE, BRICK, ETC.)                                                                                         |  |  |  |  |  |  |  |
| 5 CL<br>DI:<br>M4                  | JSTOMER TO SUPPLY CIRCUIT BREAKER OR F<br>SCONNECT (SAFETY) SWITCHES WITH LAG TYPE FU<br>ICHINE. A SEPARATE GROUND WIRE MUST BE CON<br>JUPMENT.                                                                                                                                                                              | USED BRANCH CIRCUIT<br>SES FROM POWER SOURCE TO<br>INECTED FROM DISCONNECT TO                                                           |  |  |  |  |  |  |  |
| 4 BA<br>DII<br>FL<br>BA            | SELINE "2" IS THE SAME FOR ALL MILNOR MACHI<br>WENSIONAL DRAWINGS. THE DISTANCE BETWEEN BA<br>OOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT<br>SELINE "2" IS HORIZONTAL AND ALL COMPONENTS<br>MINIMUM 1" [25] THICK GROUT BED.                                                                                                  | NES AND IS SHOWN ON ALL<br>ASELINE "Z" AND THE FINISHED<br>) AS REQUIRED TO INSURE THAT<br>S REQUIRING GROUT ARE SET ON                 |  |  |  |  |  |  |  |
| 3 05                               | SE REFERENCE LINES "X", "Y", AND "Z" TO LOCAT                                                                                                                                                                                                                                                                                | E ALL SERVICE CONNECTIONS.                                                                                                              |  |  |  |  |  |  |  |
| 2 NU                               | JMBERS IN BRACKETS [] DENOTE DIMENSIONS IN                                                                                                                                                                                                                                                                                   | MILLIMETERS.                                                                                                                            |  |  |  |  |  |  |  |
| AN<br>UN<br>MA                     | L DIMENSIONS SHOWN ARE APPROXIMATE, SUBJEC<br>LERANCES, AND TO OCCASIONAL CHANGES WITHOU<br>JOYOR RELOCATION OF COMPONENTS, ETC. DO NO<br>LLESS OERTIFIED, AND IN NO EVENT PRE-PIPE CU<br>CHINE. FACTORY MUST BE CONSULTED FOR DIMEI<br>VED THROUGH NARROW OR LOW CORRIDORS OR                                               | JI NOTICE THROUGH REDESIGN<br>IT USE FOR CONSTRUCTION<br>OSER THAN FIVE FEET FROM<br>NSIONS IF MACHINE IS TO BE<br>OPENINGS.            |  |  |  |  |  |  |  |
| FURNIS<br>IN COL<br>GUARD<br>MANUF | ATTENTION<br>REGULATORY AUTHORITIES (INCLUDING OSHA IN TH<br>//USER ULTIMATELY RESPONSIBLE TO MAINTAIN A<br>DINGLY, THE OWNER/USER MUST RECOGNIZE ALL<br>14 SAFETY INSTRUCTIONS AND GUIDANCE TO ALL<br>VIACT WITH THE INSTALLATION, AND PROVIDE ALL<br>S, FENCES, RESTRAINTS, DEVICES, ETC., NOT FUR<br>ACTURER OR VENDOR.   | PERSONNEL WHO MAY COME<br>NECESSARY ADDITIONAL SAFETY<br>NISHED BY THE EQUIPMENT                                                        |  |  |  |  |  |  |  |
| STREN<br>FREQU<br>INCLUE<br>GENER  | ATTENTION<br>LOOR AND/OR OTHER SUPPORT COMPONENTS<br>GTH (AND RIGIDITY WITH DUE CONSIDERATION F<br>LENCY THEREOF) TO WITHSTAND THE FULLY LOA<br>UNCY THEREOODS, THE WATER, AND ANY REPEATED<br>ATED DURING ITS OPERATION. WRITE THE FACTO<br>FOR USE BY A COMPETENT SOLL AND/OR STRU                                         | OR NATURAL OR RESONANT<br>ADED WEIGHT OF THE MACHINE<br>D SINUSOIDAL (ROTATING) FORCES<br>DRY FOR ADDITIONAL MACHINE                    |  |  |  |  |  |  |  |
|                                    | COSHA 122 (4-50                                                                                                                                                                                                                                                                                                              | K Cakes)                                                                                                                                |  |  |  |  |  |  |  |
| $\bigcirc$                         |                                                                                                                                                                                                                                                                                                                              | BDCOSH22DE<br>2018196D                                                                                                                  |  |  |  |  |  |  |  |
|                                    | PELLERIN MILNOR                                                                                                                                                                                                                                                                                                              | CORPORATION                                                                                                                             |  |  |  |  |  |  |  |
| M                                  | P.O. Box 400 Kenner, LA 70063, USA, Pho<br>FAX 504/468-3094, Email: milnorinfo@miln                                                                                                                                                                                                                                          | ne 504/467-9591.                                                                                                                        |  |  |  |  |  |  |  |

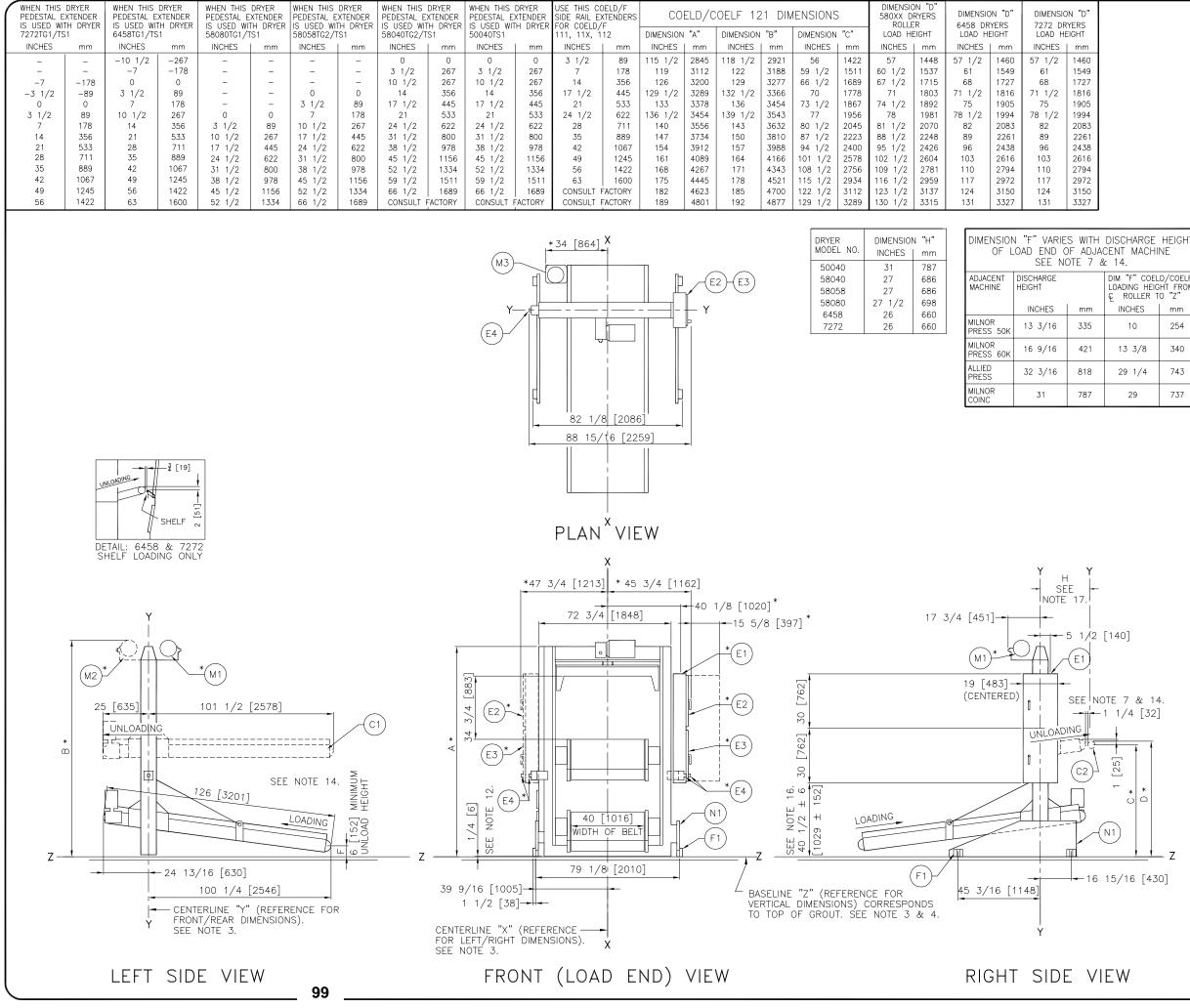


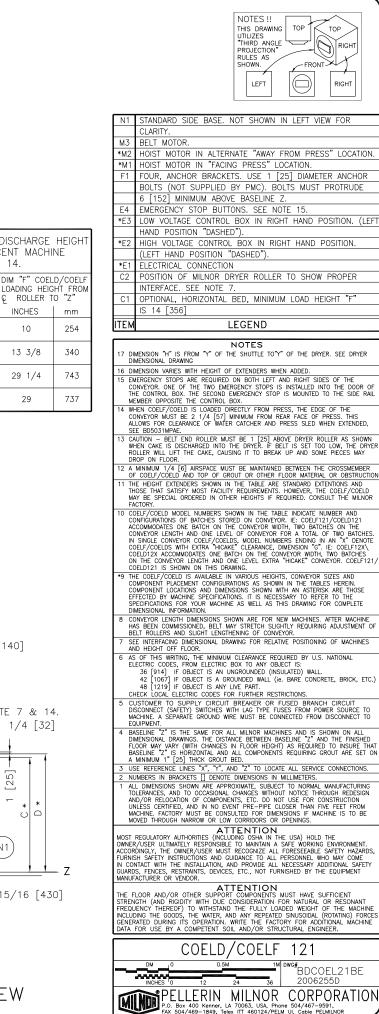
| N1 MOUNTING BRACKET FOR STOP SWITCH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| C1 HORIZONTAL BED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| ITEM LEGEND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| NOTES<br>17 CEILING SUPPORTS OR FREESTAND SUPPORTS ARE AVAILABLE ONLY, NO DRYER<br>SUPPORTS. FIELD INNOVATION IS REQUIRED, INCLUDING VERIFICATION BY COMPETEN<br>OTHER PERSONS THAT THE CEILING IS ADEQUATE TO SUPPORT AND STEADY THE<br>LOAD. THIS IN NOT THE RESPONSIBILITY OF PMC.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 16 SEE BDLTRAILBE FOR DIMENSIONS OF RAILS AND SUPPORTS.<br>15 SEE BDLTRCLRBE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br>RAIL OR WALL.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 14 CAUTION - BELT END ROLLER MUST BE 1 [25] ABOVE DRYER ROLLER AS SHOWN<br>WHEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE DRY<br>ROLLER WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY<br>DROP ON FLOOR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 13 COSHA 122 CANNOT BE LOADED DIRECTLY FROM A COINC CONVEYOR, THE MINIMU<br>LOAD HEIGHT OF TOP BELT IS 42" [1067] (CENTER OF ROLLER). THEREFORE,<br>COSHA 122 MUST BE LOADED BY A COLED 121 CONVEYOR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 12 EMERGENCY STOPS ARE LOCATED ON BOTH LEFT AND RIGHT SIDES OF THE SHUTTLE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 11 THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY<br>SPECIAL DORERD IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTOR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 10 COSHA MODEL NUMBERS SHOWN IN THE TABLE INDICATE NUMBER AND<br>CONFIGURATIONS OF BATCHES STORED ON CONVEYOR. IE:COSHA 122 ACCOMIDAT<br>ONE BATCH ON THE CONVEYOR WIDTH, TWO BATCH ON THE CONVEYOR LENGTH AI<br>TWO LEVELS OF CONVEYORS FOR A TOTAL OF FOUR BATCHES. COSHA 122 SHOWN<br>ON THIS DRAWING.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| *9 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONEL<br>PLACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN, COMPONENT<br>LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY<br>MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS<br>FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br>INFORMATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 8 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRIN<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 7 SEE INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINES<br>AND HEIGHT OFF FLOOR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 6 AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNGOUNDEO (INSULATED) WALL<br>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC<br>48 [1219] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC<br>48 [1219] IF OBJECT IS ANY LIVE PARTI.<br>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br>EQUIPMENT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| EVOLUTIONELS."<br>4 BASELINE "Z" IS THE SAME FOR ALL MILINOR MACHINES AND IS SHOWN ON ALL<br>DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHED<br>FLOOR MARY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRING GROUT ARE SET<br>4 MINIMUM 1" [25] THORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET<br>3 USE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.<br>3 NUMBER IN DRAVIES CONTRACTOR DISTANCES OF DI |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>MACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| MOST REGULATORY AUTHORITIES (INCLUDING OSHA IN THE USA) HOLD THE<br>OWNER/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.<br>ACCORDINGLY, THE OWNER/USER MUST RECONJEE ALL FORESEABLE SAFETY HAZAROS<br>FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME<br>IN CONTACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>GUARDS, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT<br>MANUFACTURER OR VENDOR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| ATTENTION<br>THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>STRENGTH (AND RIGIDTY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT<br>FREQUENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHIN<br>INCLUDING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORG<br>GENERATED DURING ITS OPERATION. WRITE THE FACTORY FOR ADDITIONAL MACHINE<br>DATA FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| COSHA 122 OPTIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| DWG#BDCOSH22DB<br>INCHES 0 12 24                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| PELLERIN MILNOR CORPORATIO<br>P.O. Box 400 Kenner, LA 70063, USA, Phone 504/467-9591,<br>FAX 504/468-3094, Email: milnorinfo@milnor.com                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |





| DIMENSIO | √ <i>"</i> H" |
|----------|---------------|
| INCHES   | mm            |
| 31       | 787           |
| 27       | 686           |
| 27       | 686           |
| 27 1/2   | 698           |
| 26       | 660           |
| 26       | 660           |

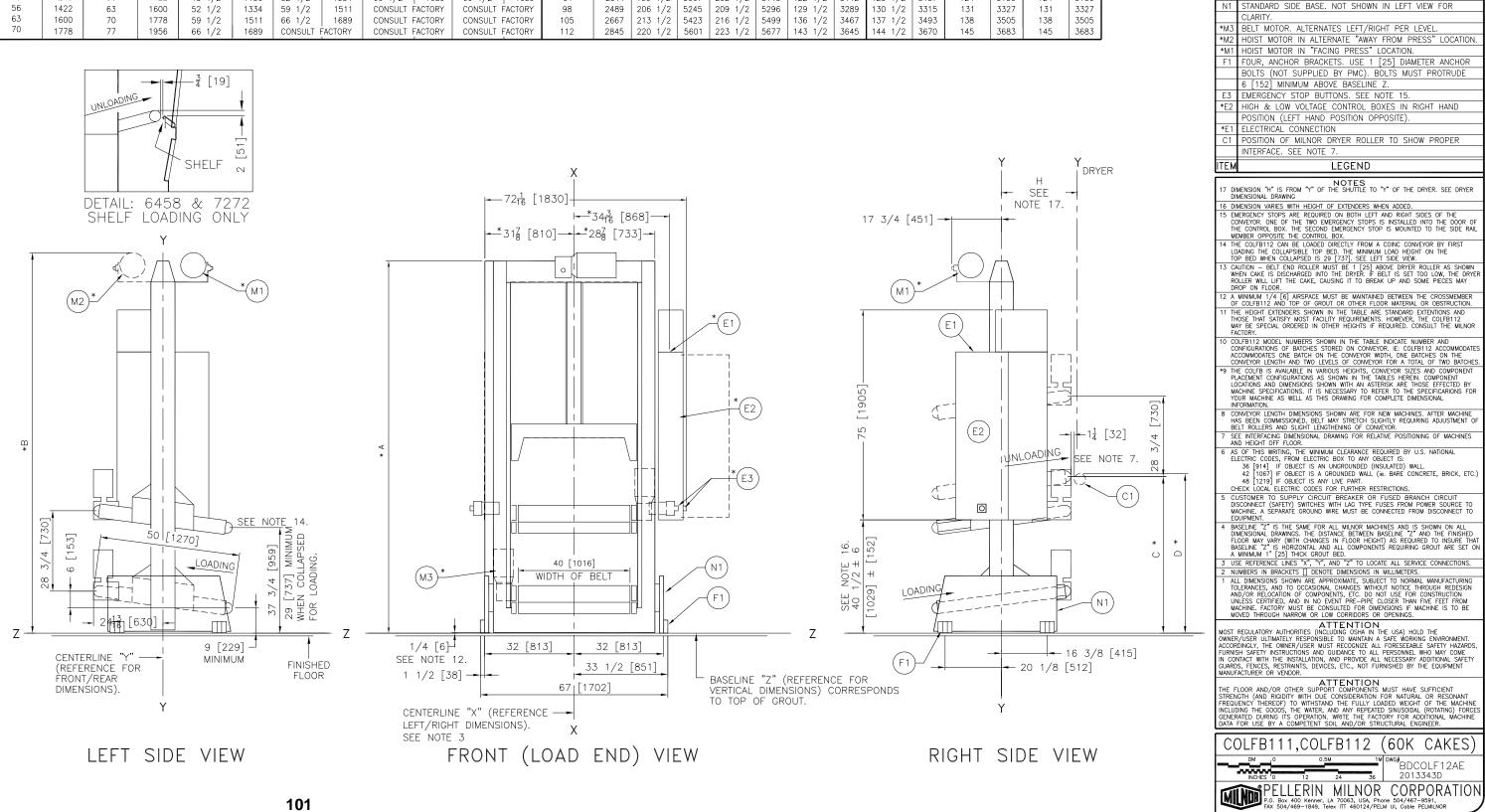




LOADING HEIGHT FROM Ç ROLLER TO "Z" INCHES 10 13 3/8 29 1/4 29

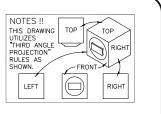
-16 15/16 [430]

| I P | HEN THIS<br>EDESTAL EX<br>USED WIT | KTENDER | WHEN THIS<br>PEDESTAL E<br>IS USED WI | XTENDER | WHEN THIS<br>PEDESTAL E<br>IS USED WI | XTENDER | WHEN THIS<br>PEDESTAL E<br>IS USED WI | XTENDER | WHEN THIS<br>PEDESTAL E | XTENDER | WHEN THIS<br>PEDESTAL E<br>IS USED WIT | XTENDER | ender Rail extender RESULTING COLFB111/112 DIMENSIONS |      |           |      | DIMENSION "D"<br>580XX DRYERS<br>ROLLER |      | DIMENSION "D" DIMENSION<br>6458 DRYERS 7272 DRYE |      | RYERS   |       |         |       |         |       |
|-----|------------------------------------|---------|---------------------------------------|---------|---------------------------------------|---------|---------------------------------------|---------|-------------------------|---------|----------------------------------------|---------|-------------------------------------------------------|------|-----------|------|-----------------------------------------|------|--------------------------------------------------|------|---------|-------|---------|-------|---------|-------|
| 7   | 272TG1/TS                          | 1       | 6458TG1/TS                            | 51      | 58080TG1/T                            | 'S1     | 58058TG2/1                            | IS1     | 58040TG2/T              | 'S1     | 50040TS1                               |         |                                                       |      | DIMENSION | "A"  | DIMENSION                               | "В"  | DIMENSION                                        | "C"  | LOAD HE | EIGHT | LOAD HE | EIGHT | LOAD HI | EIGHT |
|     | INCHES                             | mm      | INCHES                                | mm      | INCHES                                | mm      | INCHES                                | mm      | INCHES                  | mm      | INCHES                                 | mm      | INCHES                                                | mm   | INCHES    | mm   | INCHES                                  | mm   | INCHES                                           | mm   | INCHES  | mm    | INCHES  | mm    | INCHES  | mm    |
|     |                                    |         | -10 1/2                               | 267     | -                                     | -       | -                                     | -       | 0                       | 0       | 0                                      | 0       | 24 1/2                                                | 622  | 133       | 3378 | 136                                     | 3454 | 56                                               | 1422 | 57      | 1448  | 57 1/2  | 1460  | 57 1/2  | 1460  |
|     | -                                  | -       | -7                                    | -178    | -                                     | -       | -                                     | -       | 3 1/2                   | 89      | 3 1/2                                  | 89      | 28                                                    | 711  | 136 1/2   | 3467 | 139 1/2                                 | 3543 | 59 1/2                                           | 1511 | 60 1/2  | 1537  | 61      | 1549  | 61      | 1549  |
|     | -7                                 | -178    | 0                                     | 0       | -                                     | -       | -                                     | -       | 10 1/2                  | 267     | 10 1/2                                 | 267     | 35                                                    | 889  | 143 1/2   | 3645 | 146 1/2                                 | 3721 | 66 1/2                                           | 1689 | 67 1/2  | 1715  | 68      | 1727  | 68      | 1727  |
|     | -3 1/2                             | -89     | 3 1/2                                 | 89      | -                                     | -       | 0                                     | 0       | 14                      | 356     | 14                                     | 356     | 38 1/2                                                | 978  | 147       | 3734 | 150                                     | 3810 | 70                                               | 1778 | 71      | 1803  | 71 1/2  | 1816  | 71 1/2  | 1816  |
|     | 0                                  | 0       | 7                                     | 178     | -                                     | -       | 3 1/2                                 | 89      | 17 1/2                  | 445     | 17 1/2                                 | 445     | 42                                                    | 1067 | 150 1/2   | 3823 | 153 1/2                                 | 3899 | 73 1/2                                           | 1867 | 74 1/2  | 1892  | 75      | 1905  | 75      | 1905  |
|     | 3 1/2                              | 89      | 10 1/2                                | 267     | 0                                     | 0       | 7                                     | 178     | 21                      | 533     | 21                                     | 533     | 45 1/2                                                | 1156 | 154       | 3912 | 157                                     | 3988 | 77                                               | 1956 | 78      | 1981  | 78 1/2  | 1994  | 78 1/2  | 1994  |
|     | 7                                  | 178     | 14                                    | 356     | 3 1/2                                 | 89      | 10 1/2                                | 267     | 24 1/2                  | 622     | 24 1/2                                 | 622     | 49                                                    | 1245 | 157 1/2   | 4000 | 160 1/2                                 | 4077 | 80 1/2                                           | 2045 |         | 2070  | 82      | 2083  | 82      | 2083  |
|     | 14                                 | 356     | 21                                    | 533     | 10 1/2                                | 267     | 17 1/2                                | 445     | 31 1/2                  | 800     | 31 1/2                                 | 800     | 56                                                    | 1422 | 164 1/2   | 4178 | 167 1/2                                 | 4255 | 87 1/2                                           | 2222 | 88 1/2  | 2248  | 89      | 2261  | 89      | 2261  |
|     | 21                                 | 533     | 28                                    | 711     | 17 1/2                                | 445     | 24 1/2                                | 622     | 38 1/2                  | 978     | 38 1/2                                 | 978     | 63                                                    | 1600 | 171 1/2   | 4356 | 174 1/2                                 | 4432 | 94 1/2                                           | 2400 |         | 2426  | 96      | 2438  | 96      | 2438  |
|     | 28                                 | 711     | 35                                    | 889     | 24 1/2                                | 622     | 31 1/2                                | 800     | 45 1/2                  | 1156    | 45 1/2                                 | 1156    | 70                                                    | 1778 | 178 1/2   | 4534 | 181 1/2                                 | 4610 | 101 1/2                                          | 2578 | 102 1/2 | 2604  | 103     | 2616  | 103     | 2616  |
|     | 35                                 | 889     | 42                                    | 1067    | 31 1/2                                | 800     | 38 1/2                                | 978     | 52 1/2                  | 1334    | 52 1/2                                 | 1334    | 77                                                    | 1956 | 185 1/2   | 4712 | 188 1/2                                 | 4788 | · ·                                              |      | 109 1/2 | 1     | 110     | 2794  | 110     | 2794  |
|     | 42                                 | 1067    | 49                                    | 1245    | 38 1/2                                | 1156    | 45 1/2                                | 1156    | 59 1/2                  | 1511    | 59 1/2                                 | 1511    | 84                                                    | 2134 | 192 1/2   | 4889 | 195 1/2                                 | 4966 |                                                  |      | 116 1/2 | 1     | 117     | 2972  | 117     | 2972  |
|     | 49                                 | 1245    | 56                                    | 1422    | 45 1/2                                | 1156    | 52 1/2                                | 1334    | 66 1/2                  | 1689    | 66 1/2                                 | 1689    | 91                                                    | 2311 | 199 1/2   | 5067 | 202 1/2                                 | 5143 | 122 1/2                                          |      | ,       | 1     | 124     | 3150  | 124     | 3150  |
|     | 56                                 | 1422    | 63                                    | 1600    | 52 1/2                                | 1334    | 59 1/2                                | 1511    | CONSULT F               |         | CONSULT                                |         | 98                                                    | 2489 | 206 1/2   |      | · ·                                     |      | 129 1/2                                          |      | 130 1/2 | 1     | 131     | 3327  | 131     | 3327  |
|     | 63                                 | 1600    | 70                                    | 1778    | 59 1/2                                | 1511    | 66 1/2                                | 1689    | CONSULT I               |         | CONSULT                                |         | 105                                                   | 2667 | 213 1/2   |      | 216 1/2                                 |      | 136 1/2                                          |      |         | 1     | 138     | 3505  | 138     | 3505  |
|     | /0                                 | 1778    | 77                                    | 1956    | 66 1/2                                | 1689    | CONSULT                               | FACTORY | CONSULT I               | FACTORY | CONSULT                                | FACTORY | 112                                                   | 2845 | 220 1/2   | 5601 | 223 1/2                                 | 5677 | 143 1/2                                          | 3645 | 144 1/2 | 3670  | 145     | 3683  | 145     | 3683  |



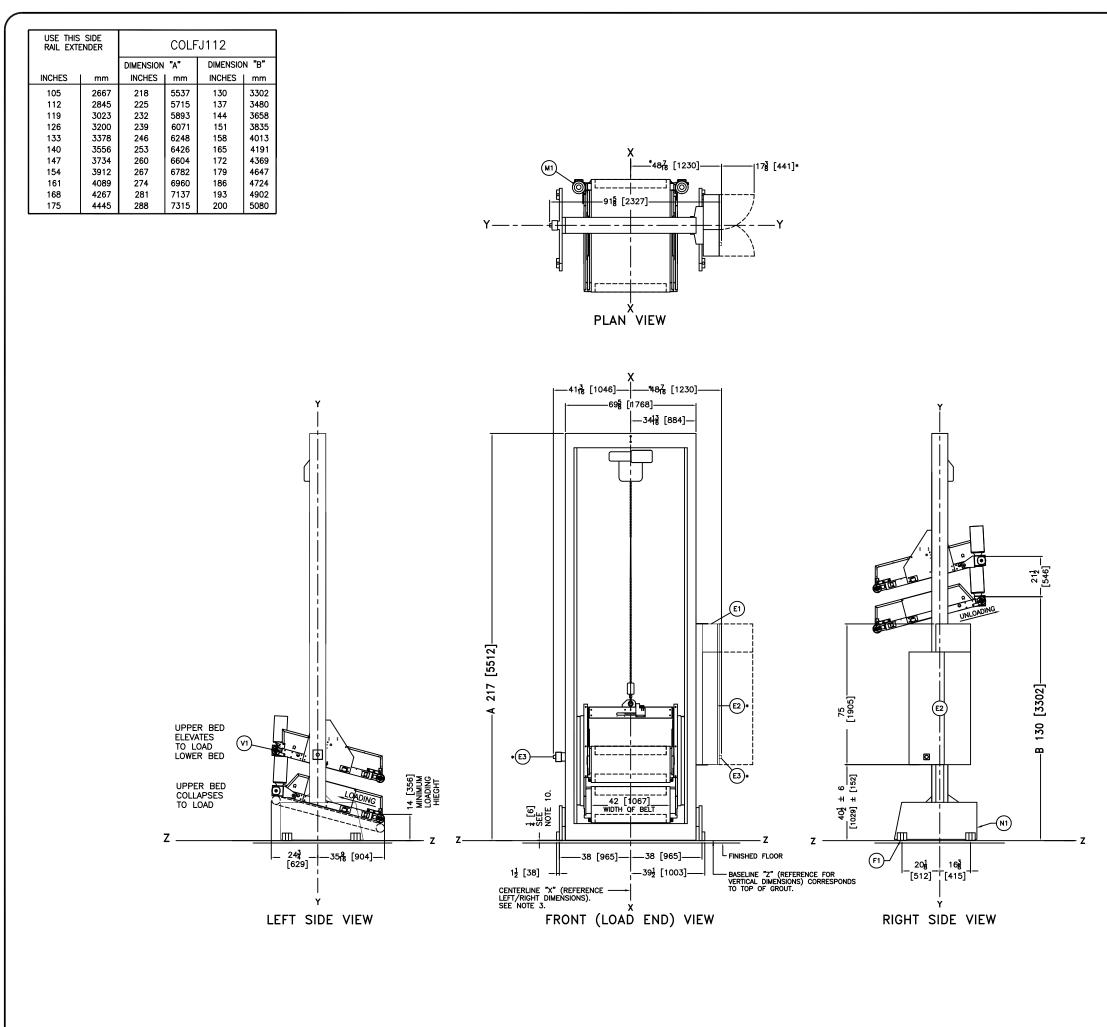
101

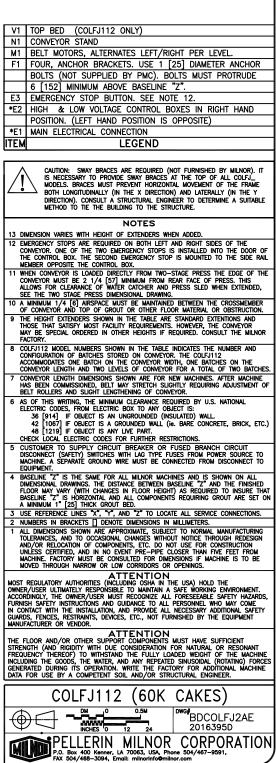
| DRYER<br>MODEL NO. | DIMENSION<br>INCHES | N "H"<br>  mm |  |  |  |
|--------------------|---------------------|---------------|--|--|--|
| 50040              | 31                  | 787           |  |  |  |
| 58040              | 27                  | 686           |  |  |  |
| 58058              | 27                  | 686           |  |  |  |
| 58080              | 27 1/2              | 698           |  |  |  |
| 6458               | 26                  | 660           |  |  |  |
| 7272               | 26                  | 660           |  |  |  |



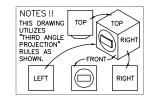
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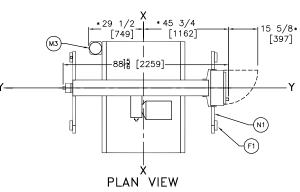
| PEDES | THIS DR<br>TAL EXTI<br>ED WITH | ENDER | WHEN THIS<br>PEDESTAL E<br>IS USED WIT | XTENDER | WHEN THIS<br>PEDESTAL E<br>IS USED WI | XTENDER | WHEN THIS<br>PEDESTAL E<br>IS USED WI | XTENDER | WHEN THIS<br>PEDESTAL EI<br>IS USED WIT | XTENDER | WHEN THIS<br>PEDESTAL EX<br>IS USED WIT | XTENDER | USE THIS<br>RAIL EXTE |      | RESU      | ILTING | COLFK1    | 12 D        | IMENSIO   | ٧S   | DIMENSIO<br>580XX D<br>ROLLE | RYERS | DIMENSIC<br>6458 DR |       | DIMENSIO |       |
|-------|--------------------------------|-------|----------------------------------------|---------|---------------------------------------|---------|---------------------------------------|---------|-----------------------------------------|---------|-----------------------------------------|---------|-----------------------|------|-----------|--------|-----------|-------------|-----------|------|------------------------------|-------|---------------------|-------|----------|-------|
|       | G1/TS1                         |       | 6458TG1/TS                             |         | 58080TG1/T                            |         | 58058TG2/1                            |         | 58040TG2/T                              |         | 50040TS1                                |         |                       |      | DIMENSION | "A"    | DIMENSION | <b>"</b> B" | DIMENSION | "C"  | LOAD H                       | EIGHT | LOAD H              | EIGHT | LOAD H   | EIGHT |
| INCH  | ES                             | mm    | INCHES                                 | mm      | INCHES                                | mm      | INCHES                                | mm      | INCHES                                  | mm      | INCHES                                  | mm      | INCHES                | mm   | INCHES    | mm     | INCHES    | mm          | INCHES    | mm   | INCHES                       | mm    | INCHES              | mm    | INCHES   | mm    |
|       |                                |       | -10 1/2                                | 267     | -                                     | -       | -                                     | -       | 0                                       | 0       | 0                                       | 0       | 24 1/2                | 622  | 136 1/2   | 3467   | 139 1/2   | 3543        | 77        | 1956 | 57                           | 1448  | 57 1/2              | 1460  | 57 1/2   | 1460  |
| -     |                                | -     | -7                                     | -178    | -                                     | -       | -                                     | -       | 3 1/2                                   | 89      | 3 1/2                                   | 89      | 28                    | 711  | 140       | 3556   | 143       | 3632        | 80 1/2    | 2045 | 60 1/2                       | 1537  | 61                  | 1549  | 61       | 1549  |
| -7    | 7                              | -178  | 0                                      | 0       | -                                     | _       | -                                     | -       | 10 1/2                                  | 267     | 10 1/2                                  | 267     | 35                    | 889  | 147       | 3734   | 150       | 3810        | 87 1/2    | 2223 | 67 1/2                       | 1715  | 68                  | 1727  | 68       | 1727  |
| -3 1  | 1/2                            | -89   | 3 1/2                                  | 89      | -                                     | -       | 0                                     | 0       | 14                                      | 356     | 14                                      | 356     | 38 1/2                | 978  | 150 1/2   | 3823   | 153 1/2   | 3899        | 91        | 2311 | 71                           | 1803  | 71 1/2              | 1816  | 71 1/2   | 1816  |
| 0     |                                | 0     | 7                                      | 178     | -                                     | -       | 3 1/2                                 | 89      | 17 1/2                                  | 445     | 17 1/2                                  | 445     | 42                    | 1067 | 154       | 3912   | 157       | 3988        | 94 1/2    | 2400 | 74 1/2                       | 1892  | 75                  | 1905  | 75       | 1905  |
| 3 1/  | /2                             | 89    | 10 1/2                                 | 267     | 0                                     | 0       | 7                                     | 178     | 21                                      | 533     | 21                                      | 533     | 45 1/2                | 1156 | 157 1/2   | 4000   | 160 1/2   | 4076        | 98        | 2489 | 78                           | 1981  | 78 1/2              | 1994  | 78 1/2   | 1994  |
| 7     |                                | 178   | 14                                     | 356     | 3 1/2                                 | 89      | 10 1/2                                | 267     | 24 1/2                                  | 622     | 24 1/2                                  | 622     | 49                    | 1245 | 161       | 4089   | 164       | 4166        | 101 1/2   | 2578 | 81 1/2                       | 2070  | 82                  | 2083  | 82       | 2083  |
| 14    |                                | 356   | 21                                     | 533     | 10 1/2                                | 267     | 17 1/2                                | 445     | 31 1/2                                  | 800     | 31 1/2                                  | 800     | 56                    | 1422 | 168       | 4267   | 171       | 4343        | 108 1/2   |      | 88 1/2                       | 2248  | 89                  | 2261  | 89       | 2261  |
| 21    |                                | 533   | 28                                     | 711     | 17 1/2                                | 445     | 24 1/2                                | 622     | 38 1/2                                  | 978     | 38 1/2                                  | 978     | 63                    | 1600 | 175       | 4445   | 178       | 4521        | 115 1/2   |      | 95 1/2                       | 2426  | 96                  | 2438  | 96       | 2438  |
| 28    |                                | 711   | 35                                     | 889     | 24 1/2                                | 622     | 31 1/2                                | 800     | 45 1/2                                  | 1156    | 45 1/2                                  | 1156    | 70                    | 1778 | 182       | 4623   | 185       | 4699        | 122 1/2   |      | 102 1/2                      | 2604  | 103                 | 2616  | 103      | 2616  |
| 35    |                                | 889   | 42                                     | 1067    | 31 1/2                                | 800     | 38 1/2                                | 978     | 52 1/2                                  | 1334    | 52 1/2                                  | 1334    | 77                    | 1956 | 189       | 4801   | 192       | 4877        | 129 1/2   |      | 109 1/2                      | 2781  | 110                 | 2794  | 110      | 2794  |
| 42    |                                | 1067  | 49                                     | 1245    | 38 1/2                                | 1156    | 45 1/2                                | 1156    | 59 1/2                                  | 1511    | 59 1/2                                  | 1511    | 84                    | 2134 | 196       | 4978   | 199       | 5055        | 136 1/2   |      | 116 1/2                      | 2959  | 117                 | 2972  | 117      | 2972  |
| 49    |                                | 1245  | 56                                     | 1422    | 45 1/2                                | 1156    | 52 1/2                                | 1334    | 66 1/2                                  | 1689    | 66 1/2                                  | 1689    | 91                    | 2311 | 203       | 5156   | 206       | 5232        | 143 1/2   | 3645 | 123 1/2                      | 3137  | 124                 | 3150  | 124      | 3150  |
| 56    |                                | 1422  | 63                                     | 1600    | 52 1/2                                | 1334    | 59 1/2                                | 1511    |                                         | FACTORY | CONSULT F                               |         | 98                    | 2489 | 210       | 5334   | 213       | 5410        | 150 1/2   |      | 130 1/2                      | 3315  | 131                 | 3327  | 131      | 3327  |
| 63    |                                | 1600  | 70                                     | 1778    | 59 1/2                                | 1511    | 66 1/2                                | 1689    | CONSULT F                               |         | CONSULT F                               |         | 105                   | 2667 | 217       | 5512   | 220       | 5588        | 157 1/2   | 4000 | 137 1/2                      | 3493  | 138                 | 3505  | 138      | 3505  |
| 70    | ,                              | 1778  | 77                                     | 1956    | 66 1/2                                | 1689    | CONSULT I                             | FACTORY | CONSULT F                               | FACTORY | CONSULT F                               | ACTORY  | 112                   | 2845 | 224       | 5690   | 227       | 5766        | 164 1/2   | 4178 | 144 1/2                      | 3670  | 145                 | 3683  | 145      | 3683  |



FINISHED FLOOR

Ζ

(V1)-

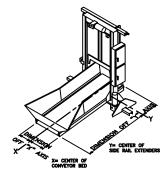


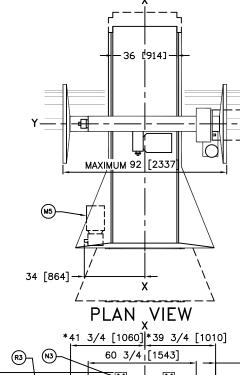
|                              | _              |              |             |              |               |          | R3         | FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------------------|----------------|--------------|-------------|--------------|---------------|----------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DIMENSION "D"<br>80XX DRYERS | DIMENSIC       | N "D"        | DIMENSION   | "D"          |               |          |            | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| ROLLER                       | 6458 DR        | YERS         | 7272 DRY    | RS           |               |          | R2         | BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| LOAD HEIGHT                  | LOAD HE        |              | LOAD HEIC   |              |               |          | <b>D</b> 4 | BE PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| NCHES mm                     | INCHES         | mm           | INCHES      | mm           |               |          | R1         | UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE<br>PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 57 1448                      | 57 1/2         | 1460         | '           | 1460         |               |          | N3         | MOUNTING BRACKET FOR STOP SWITCH.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 0 1/2   1537<br>7 1/2   1715 | 61<br>68       | 1549<br>1727 |             | 1549<br>1727 |               |          | N2         | STANDARD SAFETY KICK PLATE, SPRING LOADED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 71 1803                      | 71 1/2         | 1816         |             | 1816         |               |          | *N1        | FESTOON CABLE SUPPORT CARS. CARS SUPPLIED BY MILNOR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 4 1/2   1892                 | 75             | 1905         | 75          | 1905         |               |          |            | AND MAY BE PRICED SEPARATELY. SEE PRICE LIST FOR<br>NUMBER OF CARS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 78 1981                      | 78 1/2         | 1994         | '           | 1994         |               |          | M5         | BELT MOTOR, ALTERNATES LEFT/RIGHT PER LEVEL.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 1 1/2   2070<br>3 1/2   2248 | 82<br>89       | 2083<br>2261 |             | 2083<br>2261 |               |          | *M4        | BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 5 1/2 2426                   | 96             | 2438         |             | 2438         |               |          |            | LOCATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 2 1/2 2604                   | 103            | 2616         |             | 2616         |               |          | *M3        | BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 9 1/2   2781<br>6 1/2   2959 | 110<br>117     | 2794<br>2972 |             | 2794<br>2972 |               |          | *M2        | BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 3 1/2 3137                   | 124            | 3150         |             | 3150         |               |          |            | LOCATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 0 1/2   3315                 | 131            | 3327         | 131         | 3327         |               |          | M1         | HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.<br>EMERGENCY STOP BUTTON. SEE NOTE 12.                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 7 1/2 3493                   | 138            | 3505         |             | 3505         |               |          | E3<br>*E2  | LMERGENCY STOP BUTTON. SEE NOTE 12.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 4 1/2 3670                   | 145            | 3683         | 145         | 3683         |               |          |            | HAND POSITION "DASHED")                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                              |                |              |             |              |               |          | *E1        | HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                              |                |              |             |              |               |          | C2         | (LEFT HAND POSITION "DASHED")<br>POSITION OF MILNOR DRYER ROLLER TO SHOW PROPER                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                              | V1 NOTE:       | TOP BEI      | D COLLAPSES | 5 TO 11 1    | /2 [292] TO I | _OAD,    | 2          | INTERFACE, SEE NOTE 7.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                              |                |              |             |              | BED TO LOAD   |          | C1         | LOADING ROLLER ON MILNOR DRYERS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                              | ITEM           |              | L           | EGEND        |               |          | ITEM       | LEGEND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                              |                |              |             |              |               |          |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| DRYER                        | DIMENSIC       | N "H"        | DIM         | ENSION       | "G" VARIES    | WITH     | 17 DI      | NOTES<br>MENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYER                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| MODEL NO.                    | · INCHES       | mm           | MACH        | INE MOD      | DEL: SEE NO   | DTE 10   |            | MENSIONAL DRAWING<br>MENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 50040                        | 31             | 787          | COLFK       | NUMBE        | ER DIMEN      | sion "g" | 15 EN      | REGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br>INVEYOR. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF                                                                                                                                                                                                                                                                                                                                                                                                             |
| 58040                        | 27             | 686          | MODEL       | OF<br>BATCH  | ES INCHES     | mm       | TH         | E CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE RAIL<br>EMBER OPPOSITE THE CONTROL BOX.                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 58058<br>58080               | 27             | 686<br>698   | 112         | 1            | 14 3/4        | 375      | 14 W       | TEN COFLE/COFLD IS LOADED DIRECTLY FROM PRESS THE EDGE OF THE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 6458                         | 2/ 1/2         | 660          |             |              | 11 0/1        | 0/0      | AL         | NVEYOR MUST BE 2 1/4 [57] MINIMUM FROM REAR FACE OF PRESS. THIS<br>LOWS FOR CLEARANCE OF WATER CATCHER AND PRESS SLED WHEN EXTENDED,<br>E BD5031MPAE.                                                                                                                                                                                                                                                                                                                                                                                               |
| 7272                         | 26             | 660          |             |              |               |          | 13 CA      | UTION - BELT END ROLLER MUST BE 1 [25] ABOVE DRYER ROLLER AS SHOWN<br>HEN CAKE IS DISCHARGED INTO THE DRYER. IF BELT IS SET TOO LOW, THE DRYER                                                                                                                                                                                                                                                                                                                                                                                                      |
|                              |                |              |             |              |               |          | RC         | LLER WILL LIFT THE CAKE, CAUSING IT TO BREAK UP AND SOME PIECES MAY ROP ON FLOOR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                              |                |              |             |              |               |          | 12 A       | MINIMUM 1/4 [6] AIRSPACE MUST BE MAINTAINED BETWEEN THE CROSSMEMBER<br>COELF/COELD AND TOP OF GROUT OR OTHER FLOOR MATERIAL OR OBSTRUCTION.                                                                                                                                                                                                                                                                                                                                                                                                         |
|                              |                |              |             |              |               |          | 11 TH      | E HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                              |                |              |             |              |               |          | M/         | IOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE COELF/COELD<br>AY BE SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR                                                                                                                                                                                                                                                                                                                                                                                                    |
| ×                            |                |              |             |              |               |          | 10 CC      | CTORY.<br>DELF/COELD MODEL NUMBERS SHOWN IN THE TABLE INDICATE NUMBER AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| H                            |                |              |             |              |               |          |            | DNFIGURATIONS OF BATCHES STORED ON CONVEYOR. IE: COELF112/COELD112<br>COMMODATES ONE BATCH ON THE CONVEYOR WIDTH, ONE BATCHES ON THE                                                                                                                                                                                                                                                                                                                                                                                                                |
| SEE +<br>TE 17.              |                |              |             |              |               |          | IN         | COMMODATES ONE BAICH ON THE CONVEYOR WIDT, ONE BAICHES ON THE<br>SINGLE CONVEYOR COELF/COELDS, MODEL NUMBERS ENDING IN AN "X" DENOTE<br>EUEF/COELDS WITH EXTRA "HICARE" CLEARMACE, DIMENSION "G", HE: COELF11X<br>DELD11X ACCOMMODATES ONE BATCH ON THE CONVEYOR WIDTH, ONE BATCH<br>I THE CONVEYOR LENGTH AND ONE LEVEL EXTRA "HICARE" CONVEYOR COELF111/<br>DELD11X SCOMMODATES ONE BATCH ON THE CONVEYOR WIDTH, ONE BATCH<br>JELD11X SCOMMODATES ONE BATCH ON THE CONVEYOR COELF111/<br>DELD11X SCOMMODATES ONE BATCH ONE THE CONVEYOR COELF111/ |
|                              |                |              |             |              |               |          |            | DELPTCOELDS WITH EXITER HICARE CLEARANCE, DIMENSION G. IE. OLDERTIX<br>DELD11X ACCOMMODATES ONE BATCH ON THE CONVEYOR WIDTH, ONE BATCH<br>THE CONVEYOR LORDER ONE LEVEL EXITER "HICARE" CONVEYOR COELET11 (                                                                                                                                                                                                                                                                                                                                         |
|                              |                |              |             |              |               |          |            | SHOWN IN THE LEFT VIEW. AND FRONT VIEW. COELF112/COELD111<br>SHOWN IN THE LEFT VIEW.                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                              |                |              |             |              |               |          | *9 TH      | E COELF/COELD IS AVAILABLE IN VARIOUS HEIGHTS. CONVEYOR SIZES AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                              |                |              |             |              |               |          | CC         | DMPONENT PLACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN.<br>DMPONENT LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE<br>FECTED BY MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE                                                                                                                                                                                                                                                                                                                                         |
|                              |                |              |             |              |               |          | SF         | PECIFICATIONS FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE<br>MENSIONAL INFORMATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                              |                |              |             |              |               |          | 8 CC       | MICHISTORAL INFORMATION.<br>DNVEYOR LENGTH DIMENSIONS SHOWN ARE FOR NEW MACHINES. AFTER MACHINE<br>IS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING ADJUSTMENT OF                                                                                                                                                                                                                                                                                                                                                                          |
|                              |                |              |             |              |               |          | BE         | ELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                              |                |              |             |              |               |          | AN         | E INTERFACING DIMENSIONAL DRAWING FOR RELATIVE POSITIONING OF MACHINES<br>ID HEIGHT OFF FLOOR.                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                              |                |              |             |              |               |          | 6 AS<br>EL | COF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                              | ) [            |              |             |              |               |          |            | 36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)                                                                                                                                                                                                                                                                                                                                                                                                                    |
| ୧୩                           | 29<br>737      |              |             |              |               |          |            | 48 [1219] IF OBJECT IS ANY LIVE PART.<br>IECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| UNLOADING_                   |                |              |             |              |               |          | DI         | JSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>SCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO                                                                                                                                                                                                                                                                                                                                                                                                                    |
| - 9p                         | <del>-  </del> | -            |             |              |               |          | M/<br>EC   | ACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO DUIPMENT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                              |                |              |             |              |               |          | 4 BA       | ISELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>MENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHED<br>DOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT                                                                                                                                                                                                                                                                                                                             |
|                              | 1/4            |              |             |              |               |          | I BA       | ASELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON ∎                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| -                            | [32]           |              |             |              |               |          | A          | MINIMUM 1" [25] THICK GROUT BED.<br>SE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| SEE NOTE 7                   | oc 14.         |              |             |              |               |          | 2 N.       | JMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                              | * *            |              |             |              |               |          | TO         | L DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>LERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>IN ORD RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION                                                                                                                                                                                                                                                                                                                                     |
|                              | υ <u></u>      |              |             |              |               |          | UN         | ID/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>ILESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>VEHINE FACTORY MUST BE CONSULTED FOR DIMENSIONS IE MACHINE IS TO BE                                                                                                                                                                                                                                                                                                                                     |
|                              |                |              |             |              |               |          | M/<br>MC   | ACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>DVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                                                                                                                                                                                                                                                                           |
| (N1)                         |                |              |             |              |               |          | MOST       | ATTENTION<br>REGULATORY AUTHORITIES (INCLUDING OSHA IN THE USA) HOLD THE                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                              |                | Z            |             |              |               |          | ACCOR      | VUSER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                              |                | -            |             |              |               |          | IN CO      | SH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME<br>VTACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>IN EXEMPTICAL DEVICES FTC NOT FURNICIPAL DAY THE FOUNDMENT                                                                                                                                                                                                                                                                                                                                         |
| 38                           |                |              |             |              |               |          | MANUF      | S, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT<br>ACTURER OR VENDOR.                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 5]                           |                |              |             |              |               |          | THE F      | ATTENTION<br>LOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>GTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT                                                                                                                                                                                                                                                                                                                                                                                                          |
|                              |                |              |             |              |               |          | FREOL      | JENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                              |                |              |             |              |               |          | GENER      | ING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORCES<br>TATED DURING ITS OPERATION. WRITE THE FACTORY FOR ADDITIONAL MACHINE<br>FOR USE A CONFERENT FOR ADVISION STRUCTURE. ENCONCENTRY                                                                                                                                                                                                                                                                                                                                          |
| e view                       |                |              |             |              |               |          | DATA       | FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                              |                |              |             |              |               |          |            | COLFK112 (60K CAKES)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                              |                |              |             |              |               |          |            | DM 10 0.5M 1M DWG#                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                              |                |              |             |              |               |          |            | INCHES 0 12 24 36 2006255D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                              |                |              |             |              |               |          |            | PELLERIN MILNOR CORPORATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                              |                |              |             |              |               |          | M          | P.0. Box 400 Kenner, LA 70063, USA, Phone 504/467-9591,<br>FAX 504/469-1849, Telex IIT 460124/PELM UJ, Cable PELMILNOR                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                              |                |              |             |              |               |          |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

|                            | $ \begin{array}{c}                                     $                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Y YDRYER<br>H SEE<br>NOTE 17.                                                                                                                                                                                                                                                    |
|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Z Z MINIMUM LOADING HEIGHT | E2<br>40 [1016]<br>(22)<br>40 [1016]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(12]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122]<br>(122] | C2<br>C2<br>C1<br>C2<br>C1<br>C2<br>C1<br>C2<br>C1<br>C2<br>C1<br>C2<br>C1<br>C2<br>C1<br>C2<br>C1<br>C2<br>C1<br>C2<br>C1<br>C2<br>C1<br>C2<br>C1<br>C2<br>C1<br>C2<br>C1<br>C2<br>C1<br>C2<br>C1<br>C2<br>C1<br>C2<br>C1<br>C1<br>C1<br>C1<br>C1<br>C1<br>C1<br>C1<br>C1<br>C1 |
| LEFT SIDE VIEW             | SEE NOTE 12.<br>1 <sup>1</sup> / <sub>2</sub> [38]                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | RIGHT SIDE VIEW                                                                                                                                                                                                                                                                  |

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| [ [ | WHEN THIS<br>PEDESTAL EX<br>IS USED WIT | KTENDER<br>H DRYER | WHEN THIS<br>PEDESTAL E<br>IS USED WI | XTENDER<br>TH DRYER |        | XTENDER<br>TH DRYER |           | XTENDER<br>TH DRYER | WHEN THIS<br>PEDESTAL E<br>IS USED WI | XTENDER<br>TH DRYER |         | xtender<br>Th Dryer | use this<br>Rail ext |      | · · · · · | ,    | S DIMEN   |      | ROLLE   | ryers<br>'r | DIMENSIC<br>6458 DR | YERS | DIMENSIO | YERS |           |          |
|-----|-----------------------------------------|--------------------|---------------------------------------|---------------------|--------|---------------------|-----------|---------------------|---------------------------------------|---------------------|---------|---------------------|----------------------|------|-----------|------|-----------|------|---------|-------------|---------------------|------|----------|------|-----------|----------|
|     | 7272,7                                  |                    | 6450,645                              |                     | 5808   |                     | 5805      |                     | 580                                   |                     | 50040   |                     |                      |      | DIMENSION |      | DIMENSION |      | LOAD HE |             | LOAD HE             |      | LOAD H   |      |           |          |
|     | INCHES                                  | mm                 | INCHES                                | mm                  | INCHES | mm                  | INCHES    | mm                  | INCHES                                | mm                  | INCHES  | mm                  | INCHES               | mm   | INCHES    | mm   | INCHES    | mm   | INCHES  | mm          | INCHES              | mm   | INCHES   | mm   |           |          |
|     |                                         |                    | -10 1/2                               | 267                 | -      | -                   | -         | -                   | 0                                     | 0                   | 0       | 0                   | 7                    | 178  | 122 1/2   | 3112 | 116 1/2   | 2959 | 57      | 1448        | 57 1/2              | 1460 | 57 1/2   | 1460 |           |          |
|     | -                                       | -                  | -7                                    | -178                | -      | -                   | -         | -                   | 3 1/2                                 | 89                  | 3 1/2   | 89                  | 10 1/2               | 267  | 126       | 3200 | 120       | 3048 | 60 1/2  | 1537        | 61                  | 1549 | 61       | 1549 |           |          |
|     | -7                                      | -178               | 0                                     | 0                   | -      | -                   | -         | -                   | 10 1/2                                | 267                 | 10 1/2  | 267                 | 17 1/2               | 445  | 133       | 3378 | 127       | 3226 | 67 1/2  | 1715        | 68                  | 1727 | 68       | 1727 |           |          |
|     | -3 1/2                                  | -89                | 3 1/2                                 | 89                  | -      | -                   | 0         | 0                   | 14                                    | 356                 | 14      | 356                 | 21                   | 533  | 136 1/2   | 3467 |           |      | 71      | 1803        | 71 1/2              | 1816 | 71 1/2   | 1816 |           |          |
|     | 0                                       | 0                  | 7                                     | 178                 | -      | -                   | 3 1/2     | 89                  | 17 1/2                                | 445                 | 17 1/2  | 445                 | 24 1/2               | 622  | 140       | 3556 | 134       | 3404 | 74 1/2  | 1892        | 75                  | 1905 | 75       | 1905 |           |          |
|     | 3 1/2                                   | 89                 | 10 1/2                                | 267                 | 0      | 0                   | 7         | 178                 | 21                                    | 533                 | 21      | 533                 | 28                   | 711  | 143 1/2   | 3645 |           | 3493 | 78      | 1981        | 78 1/2              | 1994 | 78 1/2   | 1994 |           |          |
|     | 7                                       | 178                | 14                                    | 356                 | 3 1/2  | 89                  | 10 1/2    | 267                 | 24 1/2                                | 622                 | 24 1/2  | 622                 | 31 1/2               | 800  | 147       | 3734 | 141       | 3581 | 81 1/2  | 2070        | 82                  | 2083 | 82       | 2083 |           | 1        |
|     | 14                                      | 356                | 21                                    | 533                 | 10 1/2 | 267                 | 17 1/2    | 445                 | 31 1/2                                | 800                 | 31 1/2  | 800                 | 38 1/2               | 978  | 154       | 3912 | 148       | 3759 | 88 1/2  | 2248        | 89                  | 2261 | 89       | 2261 | DRYER     | DIMENSIO |
|     | 21                                      | 533                | 28                                    | 711                 | 17 1/2 | 445                 | 24 1/2    | 622                 | 38 1/2                                | 978                 | 38 1/2  | 978                 | 45 1/2               | 1156 | 161       | 4089 | 155       | 3937 | 95 1/2  | 2426        | 96                  | 2438 | 96       | 2438 | MODEL NO. | INCHES   |
|     | 28                                      | 711                | 35                                    | 889                 | 24 1/2 | 622                 | 31 1/2    | 800                 | 45 1/2                                | 1156                | 45 1/2  | 1156                | 52 1/2               | 1334 | 168       | 4267 | 162       |      | ,       | 2604        | 103                 | 2616 | 103      | 2616 | 50040     | 64 7/8   |
|     | 35                                      | 889                | 42                                    | 1067                | 31 1/2 | 800                 | 38 1/2    | 978                 | 52 1/2                                | 1334                | 52 1/2  | 1334                | 59 1/2               | 1511 | 175       | 4445 | 169       |      | · ·     | 2781        | 110                 | 2794 | 110      | 2794 | 58040     | 60 7/8   |
|     | 42                                      | 1067               | 49                                    | 1245                | 38 1/2 | 1156                | 45 1/2    | 1156                | 59 1/2                                | 1511                | 59 1/2  | 1511                | 66 1/2               | 1689 | 182       | 4623 | 176       |      | ,       | 2959        | 117                 | 2972 | 117      | 2972 |           | 1 '      |
|     | 49                                      | 1245               | 56                                    | 1422                | 45 1/2 | 1156                | 52 1/2    | 1334                | 66 1/2                                | 1689                | 66 1/2  | 1689                | 73 1/2               | 1867 | 189       | 4801 | 183       |      | ,       | 3137        | 124                 | 3150 | 124      | 3150 | 58058     | 61       |
|     | 56                                      | 1422               | 63                                    | 1600                | 52 1/2 | 1334                | 59 1/2    | 1511                | CONSULT                               |                     | CONSULT |                     | 80 1/2               | 2045 | 196       | 4978 | 190       |      |         | 3315        | 131                 | 3327 | 131      | 3327 | 58080     | 61 1/2   |
|     | 63<br>70                                | 1600               | 70                                    | 1778                | 59 1/2 | 1511                | 66 1/2    | 1689                | CONSULT                               |                     | CONSULT |                     | 87 1/2               | 2223 | 203       | 5156 | 197       |      | 137 1/2 | 3493        | 138                 | 3505 | 138      | 3505 | 6458      | 60       |
| ΙL  | 70                                      | 1778               | 77                                    | 1956                | 66 1/2 | 1689                | CONSULT I | FACTORY             | CONSULT                               | FACTORY             | CONSULT | FACTORY             | 94 1/2               | 2400 | 210       | 5334 | 204       | 5182 | 144 1/2 | 3670        | 145                 | 3683 | 145      | 3683 | 7272      | 60       |



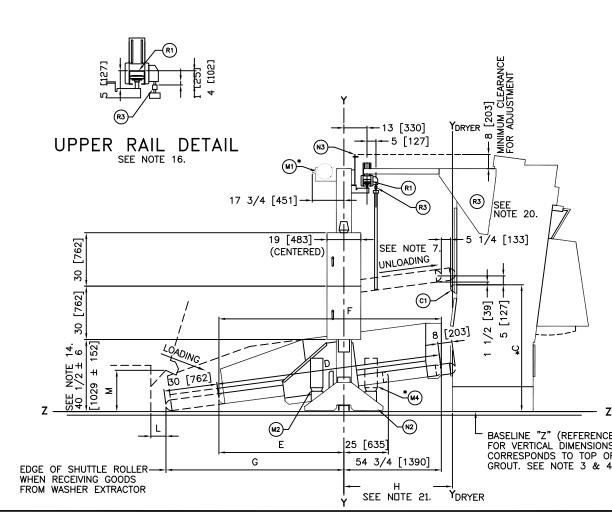


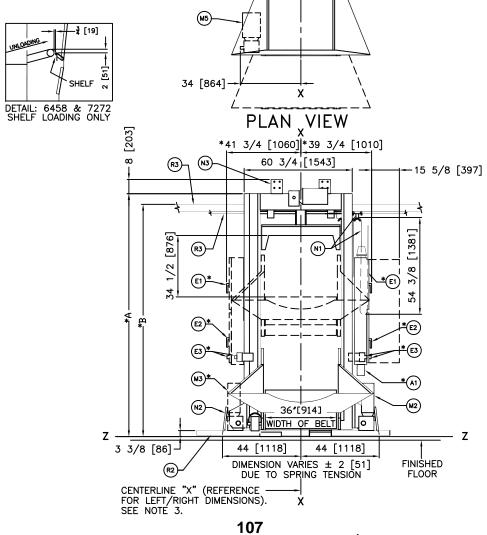
|           | DIMENSIO | DIMENSIONS THAT VARY WITH MACHINE MODEL |         |        |           |              |         |        |  |  |  |  |  |  |  |  |
|-----------|----------|-----------------------------------------|---------|--------|-----------|--------------|---------|--------|--|--|--|--|--|--|--|--|
| MODEL No. | DIMENSI  | ON "D"                                  | DIMENSI | ON "E" | DIMENSION | ۲ <b>۳</b> ۳ | DIMENSI | ON "G" |  |  |  |  |  |  |  |  |
|           | INCHES   | mm                                      | INCHES  | mm     | INCHES    | mm           | INCHES  | mm     |  |  |  |  |  |  |  |  |
| CL3608MS  | 102      | 2591                                    | 46 3/8  | 1178   | 101 1/8   | 2569         | 76 1/8  | 1934   |  |  |  |  |  |  |  |  |
| CL3610MS  | 126      | 3200                                    | 70 3/16 | 1783   | 124 15/16 | 3173         | 100     | 2540   |  |  |  |  |  |  |  |  |

| DIMENSIONS T   | HAT VARY | WITH MA  | CHINE M | ODEL   |
|----------------|----------|----------|---------|--------|
|                | SEE NOTE | E 17.    |         |        |
| TILTING WASHER | DIMENS   | sion "L" | DIMENSI | on "m" |
| MODEL NUMBER   | INCHES   | mm       | INCHES  | mm     |
| 48032 BTL, BTN | 10 1/4   | 260      | 26 1/4  | 667    |
| 48036 QTL, QTN | 10 1/4   | 260      | 26 1/4  | 667    |
| 52038 WTL, WTN | 6 1/2    | 165      | 25      | 635    |

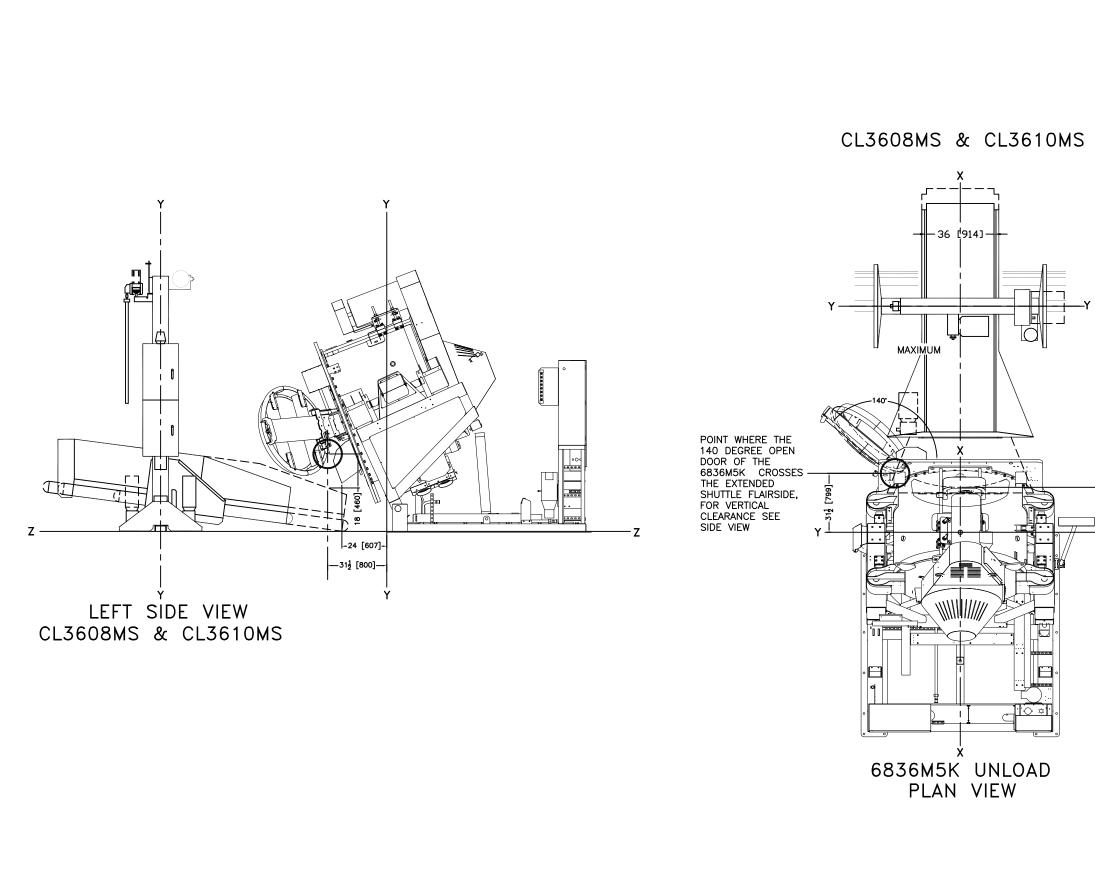
MOTOR, CONTROLS, AND FESTOON OPTIONS: SEE NO BOTTOM DRIVE MOTOR "FACING PRESS" RIGHT (SOLID) M2 BOTTOM DRIVE MOTOR "AWAY FROM PRESS" RIGHT (OPPOSITE OF BOTTOM DRIVE MOTOR "AWAY FROM PRESS" LEFT (DASHED) M3 BOTTOM DRIVE MOTOR "AWAY FROM PRESS" LEFT (OPPOSITE OF A CONTROLS RIGHT (SOLID) E1, E2 CONTROLS LEFT (DASHED) E1, E2 FESTOON RIGHT (SOLID) N1 FESTOON LEFT (REVERSE OF ABOVE)

HOIST MOTOR ALWAYS IN "FACING PRESS" M1





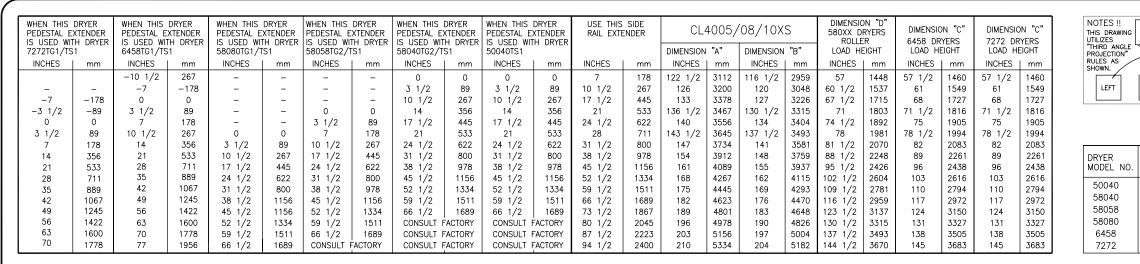
|                                               |            |    | R4              | DRYER MOUNTED RAIL SUPPORT, SEE NOTE 20.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-----------------------------------------------|------------|----|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                               |            |    | R3              | FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                               |            |    |                 | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                               |            |    | R2              | BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                               |            |    |                 | BE PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                               |            |    | R1              | UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                               |            |    |                 | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                               |            |    | N3              | MOUNTING BRACKET FOR STOP SWITCH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                               |            |    | N2              | SAFETY KICK PLATE, SPRING LOADED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                               |            |    | *N1             | FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                               |            |    |                 | MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                               |            |    |                 | FOR NUMBER OF CARS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| DIMENSION                                     | ч″Н" и     |    | M5              | BELT MOTOR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| INCHES                                        | mm         |    | *M4             | BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                               |            | 1  |                 | LOCATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 64 7/8                                        | 1595       |    | *M3             | BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 60 7/8                                        | 1549       |    |                 | LOCATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 61                                            | 1549       |    | *M2             | BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 61 1/2                                        | 1564       |    |                 | LOCATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 60                                            | 1515       |    | M1              | HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 60                                            | 1515       |    | E3              | EMERGENCY STOP BUTTON. SEE NOTE 11.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                               |            | 1  | *E2             | LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                               |            |    |                 | HAND POSITION "DASHED").                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| SEE NOTE                                      | ō.         |    | *E1             | HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| M2                                            | )<br>)//E/ |    |                 | HAND POSITION "DASHED").                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| OSITE OF AB                                   | UVE)       | M4 | C1              | POSITION OF MILNOR DRYER ROLLER TO SHOW PROPER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| SITE OF ABO                                   | VE)        |    |                 | INTERFACE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                               | •          |    | *A1             | AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                               |            |    | ITEM            | LEGEND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                               |            |    |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                               |            |    |                 | NOTES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                               |            |    | 21 DI           | vension "H" is from "Y" of the shuttle to"Y" of the dryer. See dryer<br>Vensional drawing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                               |            |    |                 | YER RAIL SUPPORT SHOWN IS AVAILABLE ON 58040, 58058 & 58080 DRYERS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                               |            |    | DF              | YER RAIL SUPPORTS NOT AVAILABLE FOR THE 6458 DRYER.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                               |            |    | 19 SE           | E BDCL40MSBB FOR OPTIONS AND BED CONFIGURATIONS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                               |            |    | 18 TH<br>RE     | ESE SHUTTLES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.<br>FER TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS BDCL40MSBB AND<br>IS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                               |            |    | TH              | IS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                               |            |    |                 | VENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE TIRE RAIL LENGTH.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                               |            |    |                 | SLIDE WILL ACCOMMODATE THE MODELS MENTIONED IN TABLE PROVIDING THE LOAD<br>ES NOT EXCEED THE CAPACITY OF APPROPRIATE MILNOR DRYER.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                               |            |    |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                               |            |    |                 | MPRESSED AIR IS NEEDED ON ALL SHUTTLES THAT EXTEND/STIK, 1/2 [13] NPT.<br>E BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                               |            |    | 13 DI           | MENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                               |            |    | 12 SE           | E BDLTRCLRAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br>IL OR WALL.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                               |            |    |                 | ERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                               |            |    | I SH            | uttle. One of the two emergency stops is installed into the door of                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                               |            |    | ME              | E CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE RAIL<br>MBER OPPOSITE THE CONTROLS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                               |            |    | 10 TH           | E HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>OSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY BE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                               |            |    | SF              | ECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                               |            |    |                 | E SHUTTLE NAME CONFIGURATION IS AS FOLLOWS:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                               |            |    |                 | CL = MICROPROCESSOR/TRANSLATE/ELEVATES<br>40 = BELT WIDTH IN INCHES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                               |            |    |                 | 08 = LENGTH OF BED (08=8'-6", 10=10'-6")<br>M = EXTENDS TO LOAD 30", STIKS TO DISCHARGE 8"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                               |            |    |                 | S = SINGLE BED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                               |            |    | *8 TH           | e shuttle is available in various heights, conveyor sizes and component<br>acement configurations as shown in the tables herein. Component<br>actions and dimensions shown with an asterisk are trose effected by<br>chine specifications. It is necessary to refer to the specifications                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                               |            |    | L.              | CATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                               |            |    | FC FC           | R YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                               |            |    | IN              | FORMATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                               |            |    |                 | TER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>JUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                               |            |    | 6 AS            | OF THIS WRITING THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                               |            |    | EL              | ECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL<br>4 [1027] IF ODJECT IS A DOUBDED WILL (S. DUED CONCELTED DOUC<br>10 [1027] IF ODJECT IS A DOUBDED WILL (S. DUED CONCELTED DOUC<br>10 [1027] IF ODJECT IS A DOUBDED WILL (S. DUED CONCELTED DOUC<br>10 [1027] IF ODJECT IS A DOUBDED WILL (S. DUED CONCELTED DOUC<br>10 [1027] IF ODJECT IS A DOUBDED WILL (S. DUED CONCELTED DOUC<br>10 [1027] IF ODJECT IS A DOUBDED WILL (S. DUED CONCELTED DOUC<br>10 [1027] IF ODJECT IS A DOUBDED WILL (S. DUED CONCELTED DOUC<br>10 [1027] IF ODJECT IS A DOUBDED WILL (S. DUED CONCELTED DOUC<br>10 [1027] IF ODJECT IS A DOUBDED WILL (S. DUED CONCELTED DOUBDED (S. DUED CONCELTED DOUBDED WILL<br>10 [1027] IF ODJECT IS A DOUBDED WILL (S. DUED CONCELTED DOUBDED WILL (S. DUED CONCELTED DOUBDED (S. DUED CONCELTED CONCELTED DOUBDED (S. DUED CONCELTED DOUBDED (S. DUED CONCELTED DOUBDED (S. DUED CONCELTED DOUBDED (S. DUED CONCELTED CONCELTED CONCELTED CONCELTED CONCELTED (S. DUED CONCELTED CONCELTED CONCELTED (S. DUED CONCELTED CONCELTED CONCELTED CONCELTED CONCELED (S. DUED CONCELTED CONCELTED CONCELECTED CONCELECT (S. DUED CONCELTED CONCELECTED CONCELEC |
|                                               |            |    | 1               | 42 I 100/I IF UDJECI IS A GROUNDED WALL (IE. DAKE CONCRETE, DRICH, ETC.) I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                               |            |    |                 | 48 [1219] IF OBJECT IS ANY LIVE PART.<br>ECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                               |            |    | 5 CL            | EXA LOCAL ELECTING CODES FOR FORTHER RESTRICTIONS.<br>STOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>SCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                               |            |    |                 | CONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| •                                             |            |    | EC              | UIPMENT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                               |            |    | 4 B/            | SELINE "2" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>MENSIONAL DRAWINGS, THE DISTANCE BETWEEN BASELINE "2" AND THE FINISHED<br>DOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| ~                                             |            |    |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                               |            |    | A               | MINIMUM 1" [25] THICK GROUT BED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                               |            |    | 3 US            | E REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                               |            |    |                 | IMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 1                                             |            |    | 1 To            | L DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>LERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>LECANCES CONTRACTOR OF THE ACTION                  |
|                                               |            |    |                 | D/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 1                                             |            |    | W               | LESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>CHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>WED THEOLIGH NARROW OR LOW CORPIDORS OR DEFINITIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                               |            |    |                 | NED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS. ATTENTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <u>,                                     </u> |            |    | MOST            | ATTENTION<br>REGULATORY AUTHORITES (INCLUDING OSTA IN THE USA) HOLD THE<br>/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.<br>DINGLY, THE OWNER/USER MUST RECOGNIZE ALL FORESERABLE SAFETY HAZAROS,<br>IN SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME<br>TACT WITH THE INSTALLATION, AND PROVIDE ALL INCESSARY ADDITIONAL SAFETY<br>IS EDVICES DETAILATE DOILOFEE TO AND ELIDINICIPAL THE DIVILE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                               |            |    | ACCOR           | DINGLY, THE OWNER/USER MUST RECOGNIZE ALL FORESEEABLE SAFETY HAZARDS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                               |            |    | FURNIS          | H SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                               |            |    | GUARD           | 3, FENGES, RESTRAINTS, DEVICES, ETC., NOT FORMISHED BI THE EQUIPMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                               |            |    | MANUF           | ACTURER OR VENDOR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                               |            |    | THE F           | LOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                               |            |    | I STREN         | GTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| z                                             |            |    | INCLU           | ENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE<br>ING THE GOODS, THE WATER, AND ANY REPEATED SINUSCIDAL (ROTATING) FORCES<br>ATED NIEWIC TS OPERATION WEIGHTE THE EACTORY FOR ADDITIONAL MACHINE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                               |            |    | DATA            | ATED DURING ITS OPERATION. WRITE THE FACTORY FOR ADDITIONAL MACHINE<br>FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| EFERENCE                                      |            |    |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| MENSIONS                                      |            |    | 1               | CL3608MS & CL3610MS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| D TOP OF                                      |            |    |                 | DM ,0 0.5M DWG#                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| E 3 & 4.                                      |            |    | 1               | ). F. BDCL36MSAE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                               |            |    | $\vdash^{\Psi}$ | NCHES '0 12 24 2020404D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                               |            |    |                 | PELLERIN MILNOR CORPORATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                               |            |    | M               | P.0. Box 400 Kenner, LA 70063, USA, Phone 504/467-9591,<br>FAX 504/468-3094, Email: milnorinfo@milnor.com                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                               |            |    |                 | rAX 204/408-3094, Email: milnorinfo@milnor.com                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                               |            |    |                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

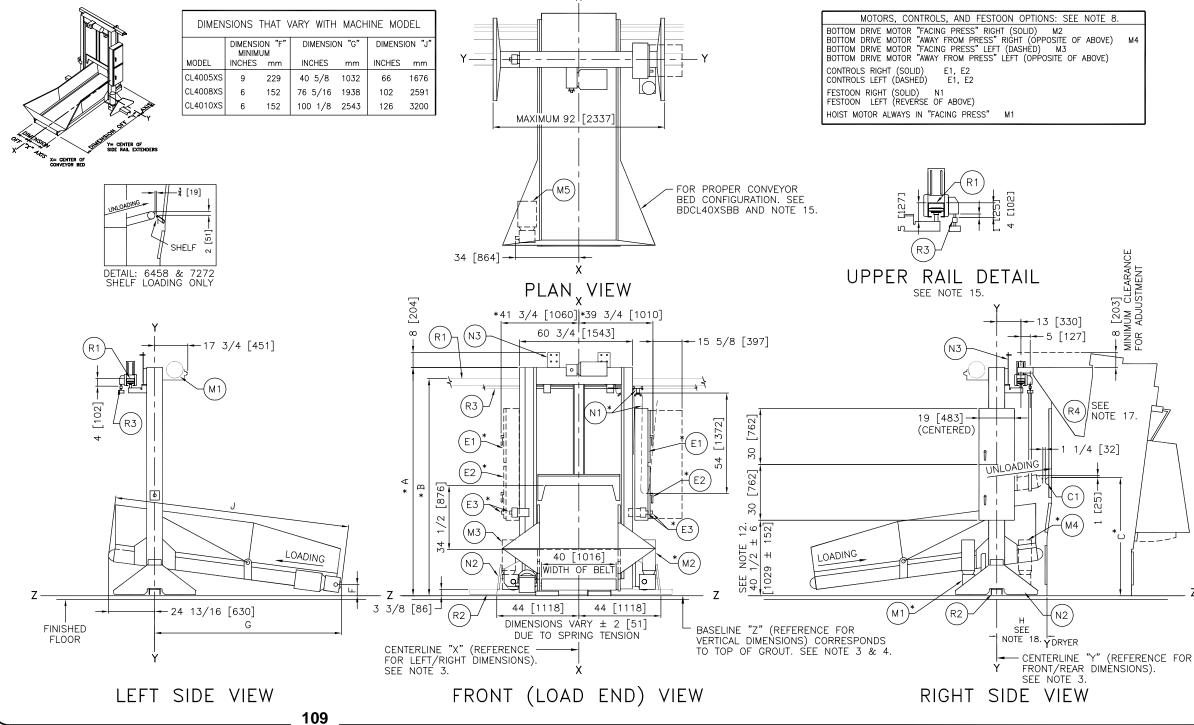


24 [609] --

| - 1 | NOTES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     | 6 AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNRGOUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)<br>48 [1219] IF OBJECT IS ANY LIVE PART.<br>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                                                                                                  |
|     | 5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>MACHINE A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br>EQUIPMENT.                                                                                                                                                                                                                                                                                                                                                         |
|     | 4 BASELINE "Z" IS THE SAME FOR ALL MILLOR MACHINES AND IS SHOWN ON ALL<br>DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHED<br>FLOOR MAY YARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT<br>BASELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>A MINIMUM 1" [25] THICK GROUT BED.                                                                                                                                                                                                                                   |
|     | 3 USE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|     | 2 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|     | 1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>MACHINE FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                       |
|     | ATTENTION<br>MOST REGULATORY AUTHORITES (INCLUDING OSHA IN THE USA) HOLD THE<br>OWNER/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.<br>ACCORDINGLY, THE OWNER/USER MUST RECORNZE ALL FORSEEABLE SAFETY HAZAROS,<br>FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME<br>IN CONTACT WITH THE INSTALLATION, AND PROVIDE ALL PERSONNEL WHO MAY COME<br>UNAUTACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>GUARDS, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT<br>MANUFACTURER OR VENDOR. |
|     | ATTENTION<br>THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>STRENGTH (AND RIGDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT<br>FREQUENCY THEREOF) TO WITHSTAND THE FLUL VOADED WEIGHT OF THE MACHINE<br>INCLUDING THE GOODS, THE WATER, AND MY REPEATED SINUSOIDAL (ROTATING) FORCES<br>GENERATED DURING ITS OPERATION, WRITE THE FACTORY FOR ADDITIONAL MACHINE<br>DATA FOR USE BY A COMPETENT SOL AND/OR STRUCTURAL ENGINEER.                                                                                                                            |
|     | CL3608MS/10MS LOADING OPTIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|     | DM 0 0.5M<br>BDCL36MSAB<br>2021094D                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|     | PELLERIN MILNOR CORPORATION<br>P.0. Box 400 Konner, LA 20083, USA, Phone 504/467-9591.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

108







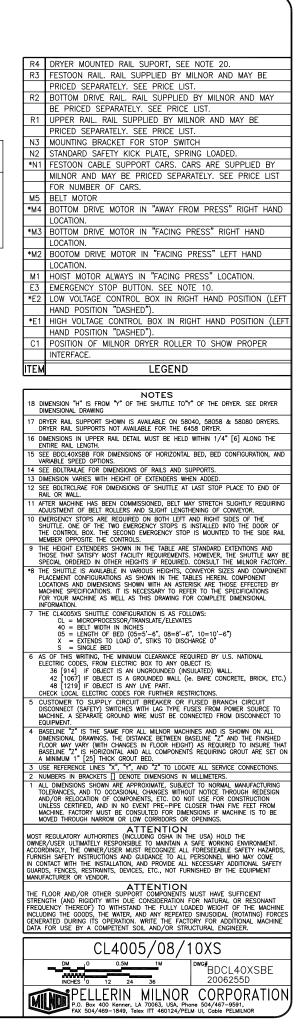
| DIMENSIO | <b>∛</b> Н" |
|----------|-------------|
| INCHES   | mm          |
| 31       | 787         |
| 27       | 686         |
| 27       | 686         |
| 27 1/2   | 698         |
| 26       | 660         |
| 26       | 660         |

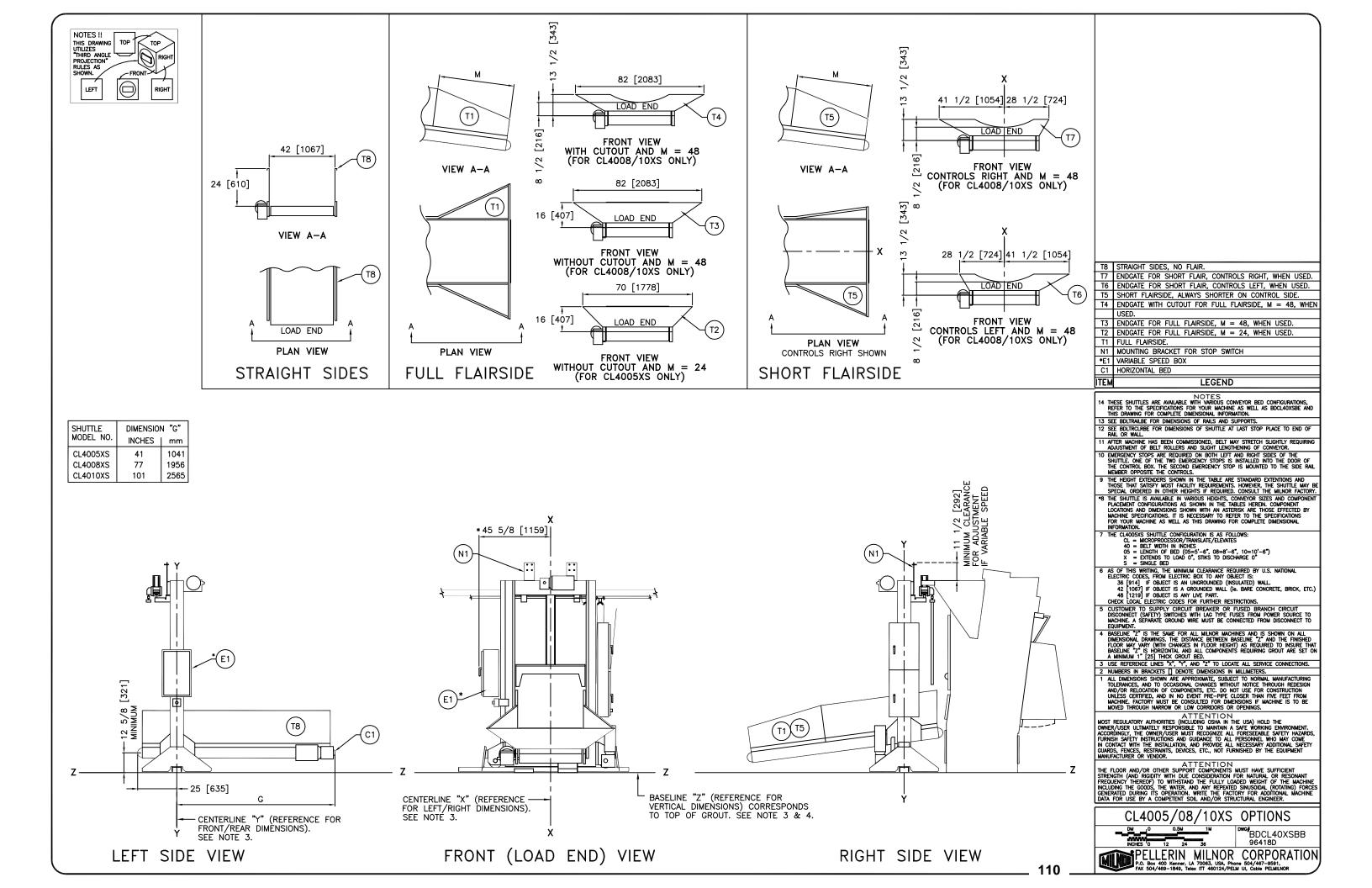


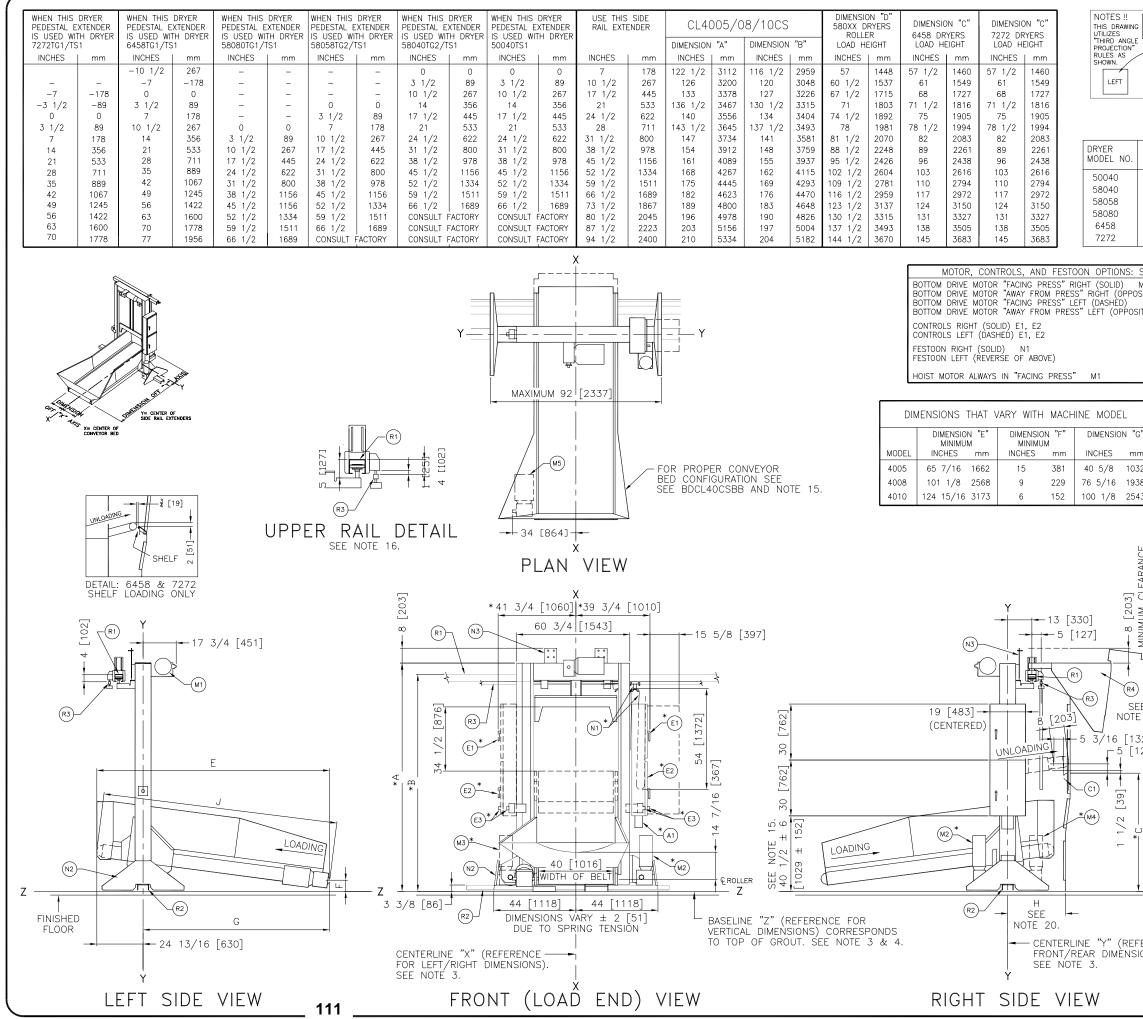




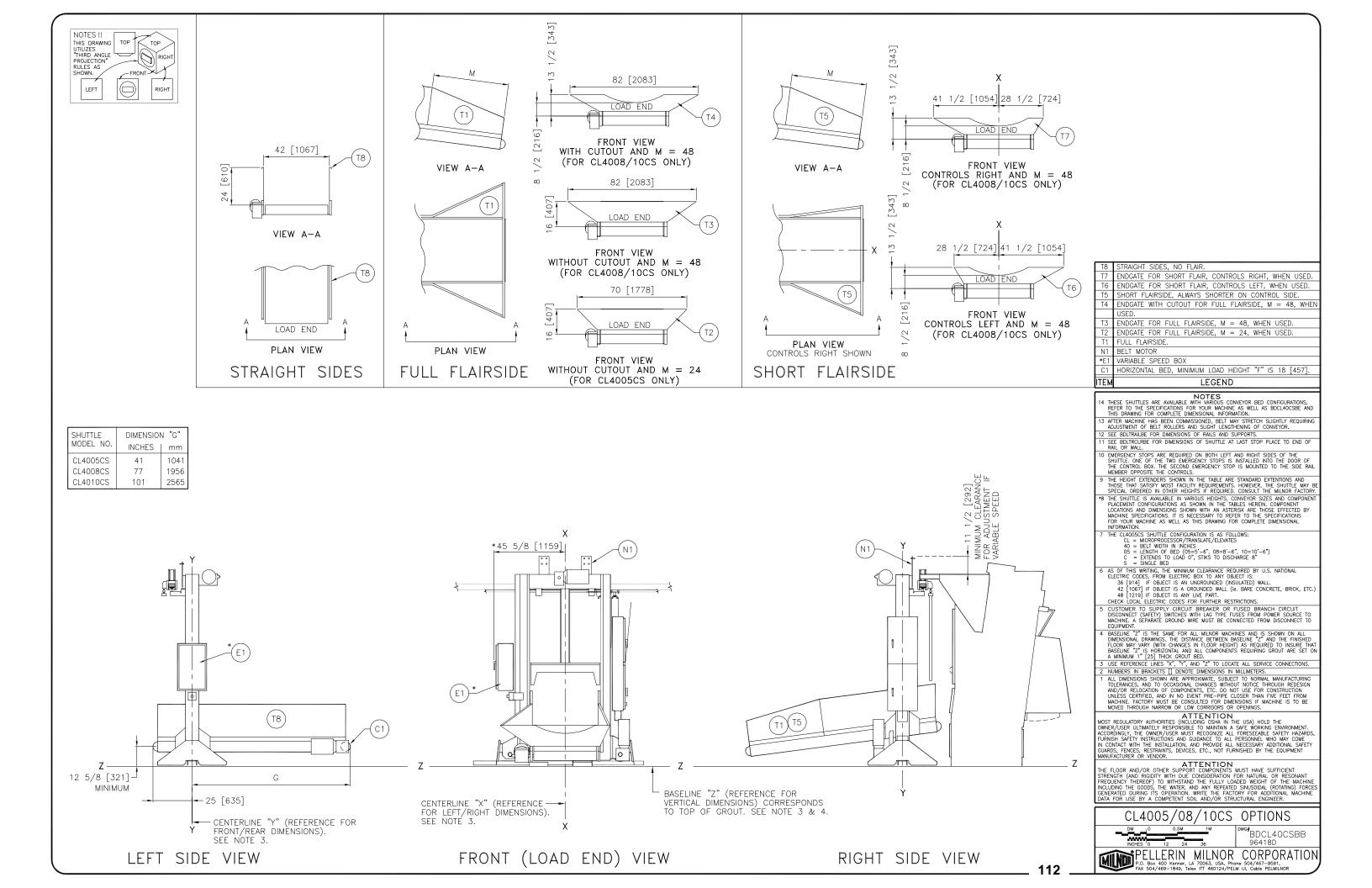


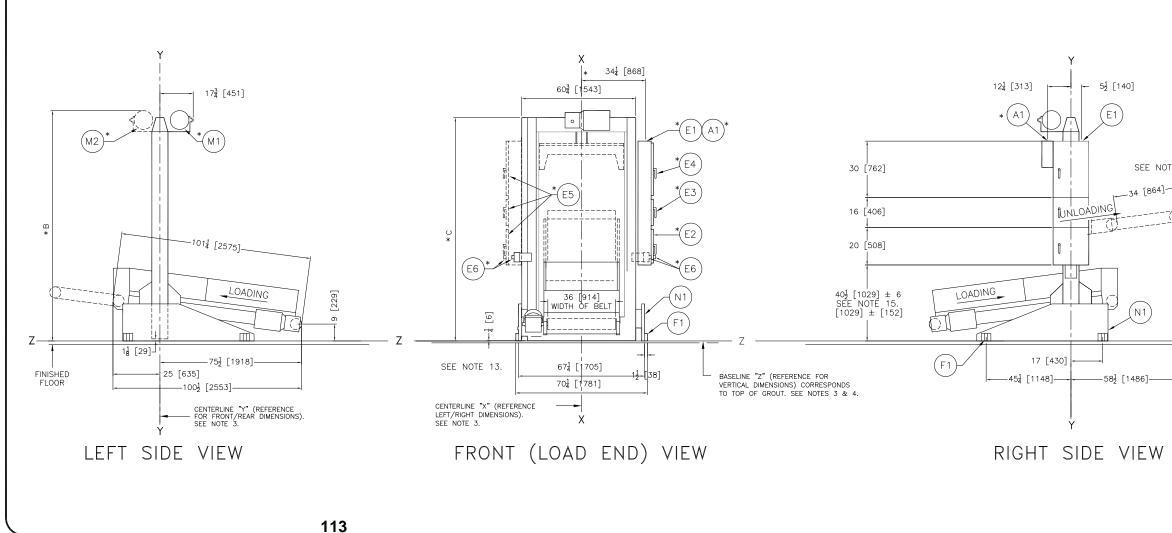






|                                       | _             |                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                       | R4            | DRYER MOUNTER RAIL SUPPORT, SEE NOTE 19.                                                                                                                                                                                                                                                                                                                        |
|                                       | R3            | FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE<br>PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                          |
| FRONT                                 | R2            | BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY                                                                                                                                                                                                                                                                                                              |
| RIGHT                                 | R1            | BE PRICED SEPARATELY. SEE PRICE LIST.<br>UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                                         |
|                                       |               | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                              |
|                                       | N3            | MOUNTING BRACKET FOR STOP SWITCH                                                                                                                                                                                                                                                                                                                                |
|                                       | N2<br>*N1     | SAFETY KICK PLATE, SPRING LOADED.<br>FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY                                                                                                                                                                                                                                                                           |
| DIMENSION "H"                         |               | MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST                                                                                                                                                                                                                                                                                                             |
| INCHES   mm                           | M5            | FOR NUMBER OF CARS.<br>BELT MOTOR                                                                                                                                                                                                                                                                                                                               |
| 34 7/8 886                            | *M4           | BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND                                                                                                                                                                                                                                                                                                              |
| 30 7/8 784                            |               | LOCATION.                                                                                                                                                                                                                                                                                                                                                       |
| 31 787                                | *M3           | BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND                                                                                                                                                                                                                                                                                                                  |
| 31 1/2   800<br>30   762              | *M2           | BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND                                                                                                                                                                                                                                                                                                                 |
| 30 762                                |               |                                                                                                                                                                                                                                                                                                                                                                 |
| · · · · · · · · · · · · · · · · · · · | M1<br>E3      | HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.<br>EMERGENCY STOP BUTTON. SEE NOTE 10.                                                                                                                                                                                                                                                                           |
| SEE NOTE 8.                           | *E2           | LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT                                                                                                                                                                                                                                                                                                            |
| M2                                    | *[1           | HAND POSITION "DASHED").                                                                                                                                                                                                                                                                                                                                        |
| DSITE OF ABOVE) M4<br>M3              | *E1           | HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT<br>HAND POSITION "DASHED").                                                                                                                                                                                                                                                                               |
| SITE OF ABOVE)                        | C1            | POSITION OF MILNOR DRYER ROLLER TO SHOW PROPER                                                                                                                                                                                                                                                                                                                  |
|                                       | *A1           | INTERFACE.<br>AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES                                                                                                                                                                                                                                                                                                        |
|                                       | ITEM          | LEGEND                                                                                                                                                                                                                                                                                                                                                          |
|                                       |               |                                                                                                                                                                                                                                                                                                                                                                 |
|                                       | 20 D          | NOTES<br>MENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYER                                                                                                                                                                                                                                                                                   |
| J                                     | D             | MENSIONAL DRAWING<br>RYER RAIL SUPPORT SHOWN IS AVAILABLE ON 58040, 58058 & 58080 DRYERS                                                                                                                                                                                                                                                                        |
|                                       | 0             | NLY. DRYER RAIL SUPPORTS NOT AVAILABLE FOR THE 6458 DRYER.                                                                                                                                                                                                                                                                                                      |
|                                       | R             | IESE SHUTTLES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.<br>FER TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS BDCL40CSBB AND<br>IS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.                                                                                                                                                               |
| G" DIMENSION "J"                      | 17 D          | MENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br>TITRE RAIL LENGTH.                                                                                                                                                                                                                                                                      |
| m INCHES mm                           | 16 C          | DMPRESSED AIR IS NEEDED ON ALL SHUTTLES THAT EXTEND/STIK, 1/2 [13] NPT.                                                                                                                                                                                                                                                                                         |
| 32 66 1676                            | 14 S          | E BDCL40CSBB FOR OPTIONS AND BED CONFIGURATIONS.<br>E BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.                                                                                                                                                                                                                                                          |
| 38 102 2591                           | 12 S          | MENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.<br>E BDLTRCLRAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF                                                                                                                                                                                                                                      |
| 43 126 3200                           | R/            | NL OR WALL.<br>TER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING                                                                                                                                                                                                                                                                           |
|                                       | A             | UISTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.<br>MERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE                                                                                                                                                                                                                                 |
|                                       | SI<br>TH      | HUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br>IE CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE RAIL                                                                                                                                                                                                                   |
| ш                                     | 9 TH          | MBER OPPOSITE THE CONTROLS.<br>E HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND                                                                                                                                                                                                                                                                |
| MENT                                  | TH            | IOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY BE<br>PECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY.                                                                                                                                                                                                           |
| MENT                                  | *8 TH<br>PI   | IE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br>ACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN, COMPONENT<br>CATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY                                                                                                                                              |
| STM STM                               | M.            | ACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS                                                                                                                                                                                                                                                                                           |
| nus<br>nus<br>nus                     | IN            | IR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br>FORMATION.                                                                                                                                                                                                                                                                                  |
| FOR ADJUST                            | 7 TH          | IE CL4005CS SHUTTLE CONFIGURATION IS AS FOLLOWS:<br>CL = MICROPROCESSOR/TRANSLATE/ELEVATES<br>40 -= BET_WIDTH_N_NOPPES                                                                                                                                                                                                                                          |
| L NO                                  |               | 40 = BELT WIDTH IN INCHES<br>05 = LENGTH OF BED (05=5'-6", 08=8'-6", 10=10'-6")<br>C = EXTEMDS TO LOAD 0', STIKS TO DISCHARGE 8"                                                                                                                                                                                                                                |
| ≥ŭ<br>7                               | 6 A5          | S = SINGLE BED                                                                                                                                                                                                                                                                                                                                                  |
| <u> </u>                              | EL            | ; OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.                                                                                                                                                                                |
| , L                                   |               | 42 [1067] IF OBJECT IS A GROUNDED (INSUEALE) WALL.<br>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)<br>48 [1219] IF OBJECT IS ANY LIVE PART.                                                                                                                                                                                          |
| ) ]                                   |               | ECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                                                                                                                                                                                              |
| $EE_{10} \overrightarrow{P}$          | DI DI         | JSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>SCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>ACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO                                                                                                                                                         |
| E 19.                                 | E E           | QUIPMENT.                                                                                                                                                                                                                                                                                                                                                       |
| 32]                                   | DI            | SELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>MENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHED<br>OOR MAY VARY (WITH CHANDES IN FLOOR HEICHT) AS REQUIRED TO INSURE THAT<br>ISELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON                                                               |
| 127] / \                              | A             | MINIMUM 1" [25] THICK GROUT BED.                                                                                                                                                                                                                                                                                                                                |
|                                       | 3 U:<br>2 N   | SE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.                                                                                                                                                                                                                                                                                         |
| T / \                                 | 1 AL          | L DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>LERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN                                                                                                                                                                                                                      |
|                                       | AN<br>UI      | L DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>ILERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>ID/OR RELOCATION OF COMPONENTS, EIC. DO NOT USE FOR CONSTRUCTION<br>ALESS OERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>CHINNE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE |
|                                       | M.            | ACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>OVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                                                                                       |
|                                       | MOST          | ATTENTION<br>REGULATORY AUTHORITIES (INCLUDING OSHA IN THE USA) HOLD THE                                                                                                                                                                                                                                                                                        |
| l fi                                  | OWNER         | X/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.<br>DINGLY. THE OWNER/USER MUST RECOGNIZE ALL FORESEEABLE SAFETY HAZARDS.                                                                                                                                                                                                                  |
|                                       | IN CO         | SH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME<br>VTACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>S, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT                                                                                                                                           |
|                                       | MANU          | ACTURER OR VENDOR.                                                                                                                                                                                                                                                                                                                                              |
| <u> </u>                              | STREN         | ATTENTION<br>LOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>GTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT                                                                                                                                                                                                                      |
|                                       | FREQU         | JENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE                                                                                                                                                                                                                                                                                              |
|                                       | GENER<br>DATA | ATED DURING ITS OPERATION. WRITE THE FACTORY FOR ADDITIONAL MACHINE<br>FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.                                                                                                                                                                                                                                  |
| FERENCE FOR                           |               |                                                                                                                                                                                                                                                                                                                                                                 |
| SIONS).                               |               | CL4005/08/10CS                                                                                                                                                                                                                                                                                                                                                  |
|                                       |               | DM 0 0.5M 1M BDCL40CSBE<br>INCHES 0 12 24 36 2006255D                                                                                                                                                                                                                                                                                                           |
|                                       |               |                                                                                                                                                                                                                                                                                                                                                                 |
|                                       | M             | PELLERIN MILNOR CORPORATION                                                                                                                                                                                                                                                                                                                                     |
|                                       |               | FAX 504/469-1849, Telex ITT 460124/PELM UI, Coble PELMILNOR                                                                                                                                                                                                                                                                                                     |
|                                       |               |                                                                                                                                                                                                                                                                                                                                                                 |





| 119 1/2 | 3035 | 115 1/2 | 2934 |
|---------|------|---------|------|
| 123     | 3124 | 119     | 3023 |
| 130     | 3302 | 126     | 3200 |
| 133 1/2 | 3391 | 129 1/2 | 3289 |
| 137     | 3480 | 133     | 3378 |
| 140 1/2 | 3569 | 136 1/2 | 3467 |
| 144     | 3658 | 140     | 3556 |
| 151     | 3835 | 147     | 3734 |
| 158     | 4013 | 154     | 3912 |
| 165     | 4191 | 161     | 4089 |
| 172     | 4369 | 168     | 4267 |
| 179     | 4547 | 175     | 4458 |
| 186     | 4724 | 182     | 4623 |
| 193     | 4902 | 189     | 4801 |
| 200     | 5080 | 196     | 4978 |
| 207     | 5258 | 203     | 5156 |
|         |      |         |      |
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|         |      |         |      |

CA3608PS DIMENSIONS

DIMENSION "B"

INCHES | mm

DIMENSION "C"

INCHES | mm

DIMENSION "A"

INCHES | mm

69 1/2

90 1/2

97 1/2

SIDE RAIL EXTENDER

mm

INCHES

10 1/2

17 1/2

24 1/2

31 1/2

38 1/2

45 1/2

52 1/2

59 1/2

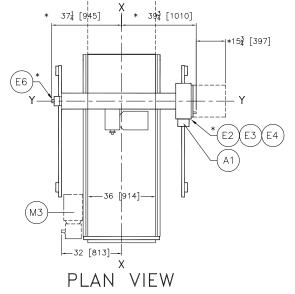
66 1/2

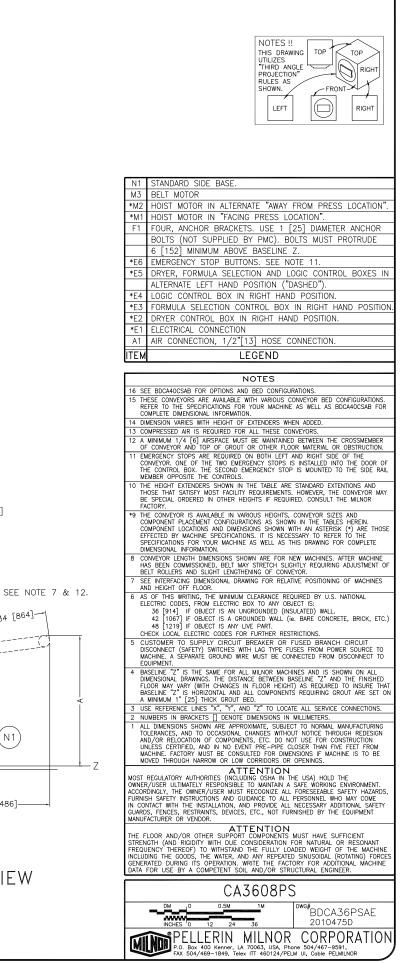
73 1/2

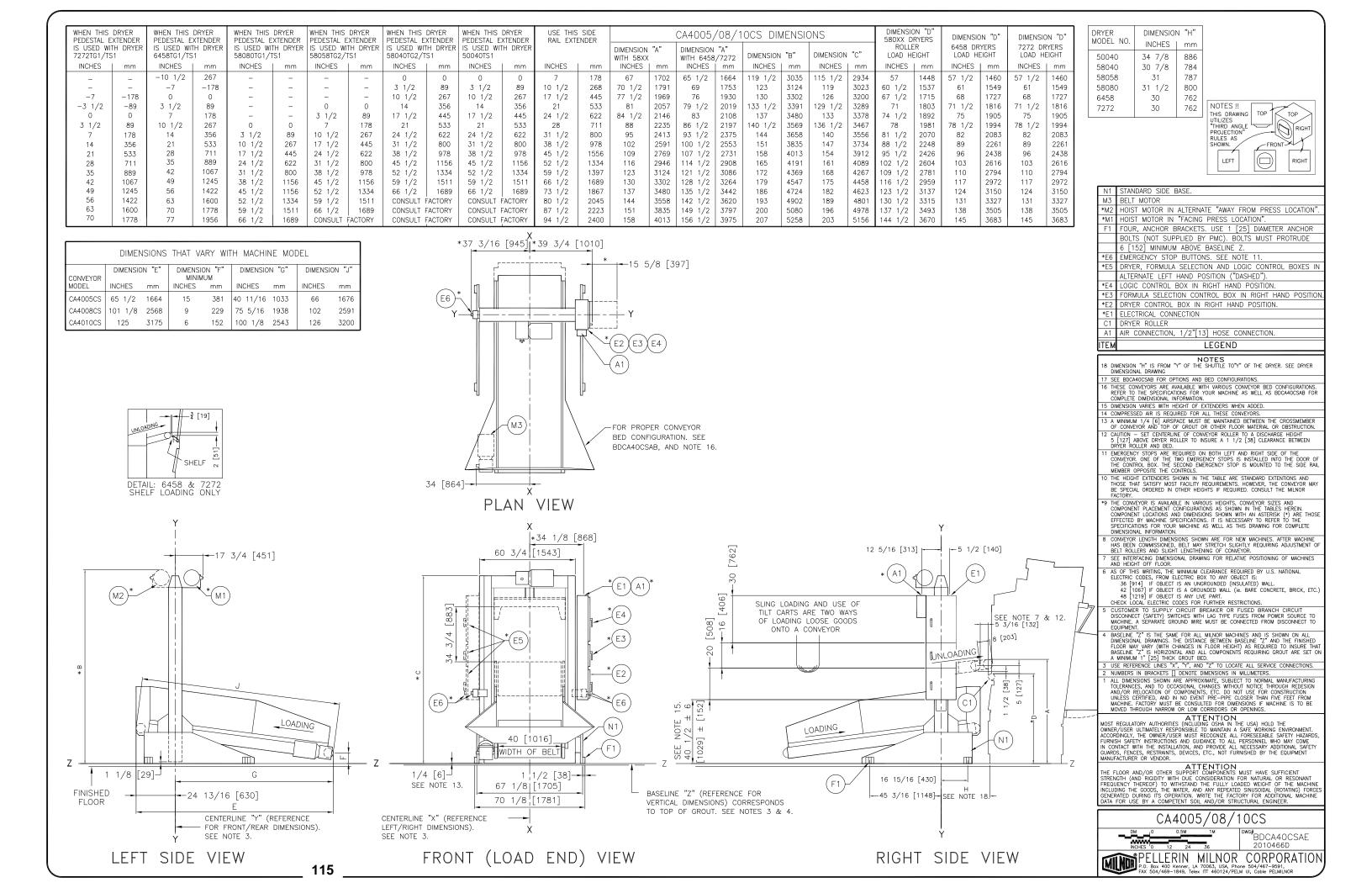
80 1/2

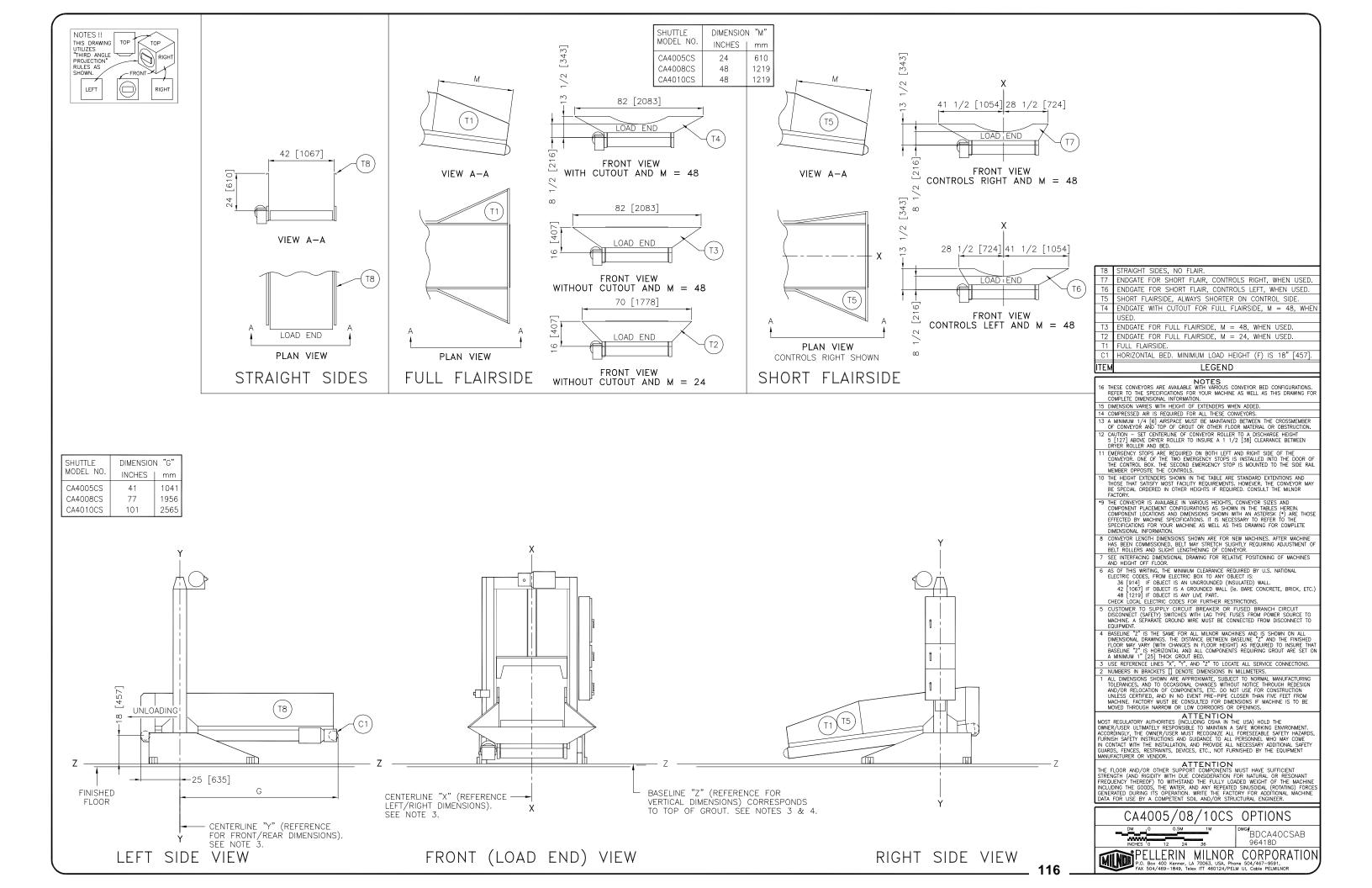
87 1/2

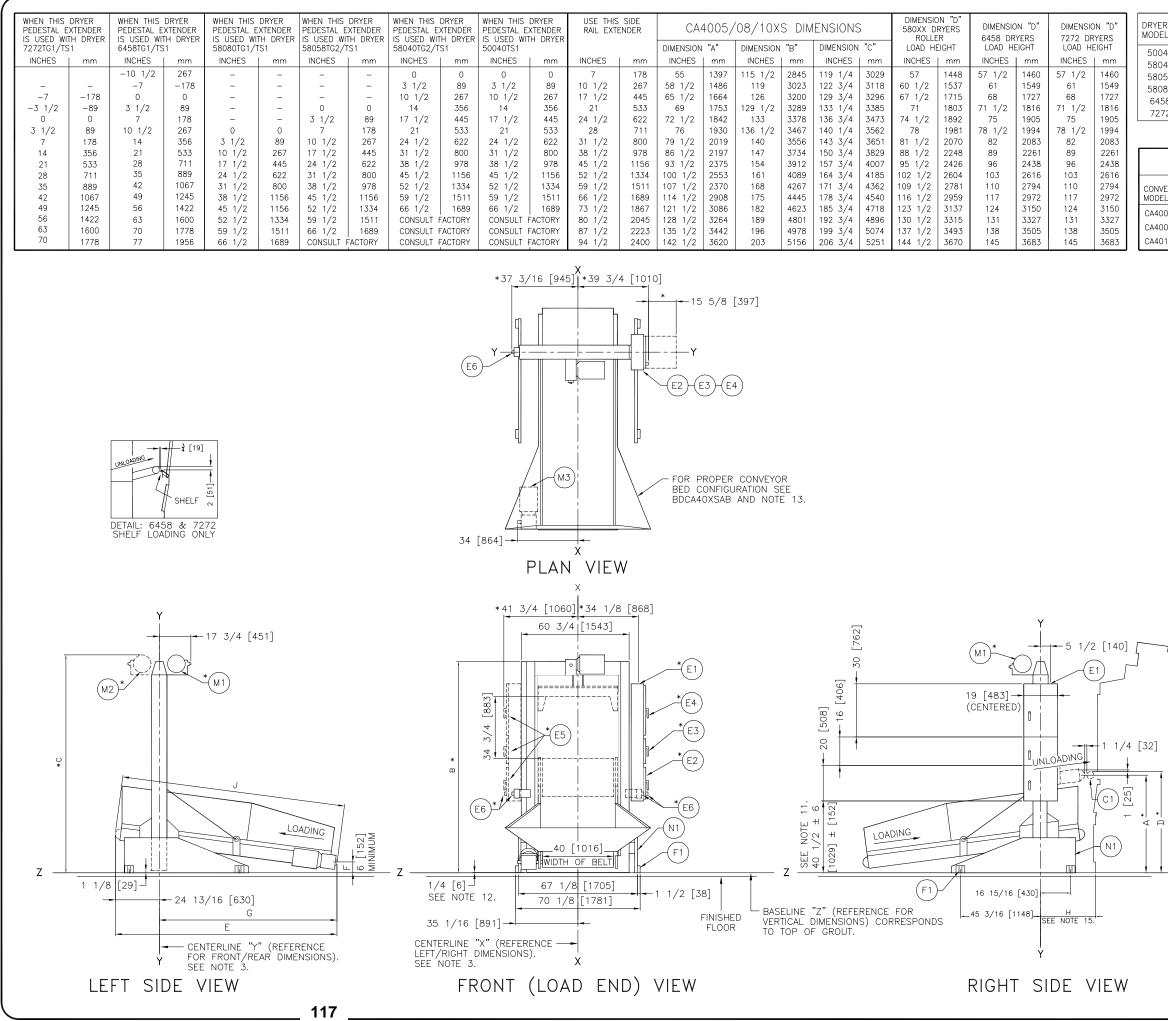
94 1/2



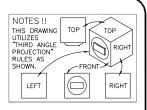






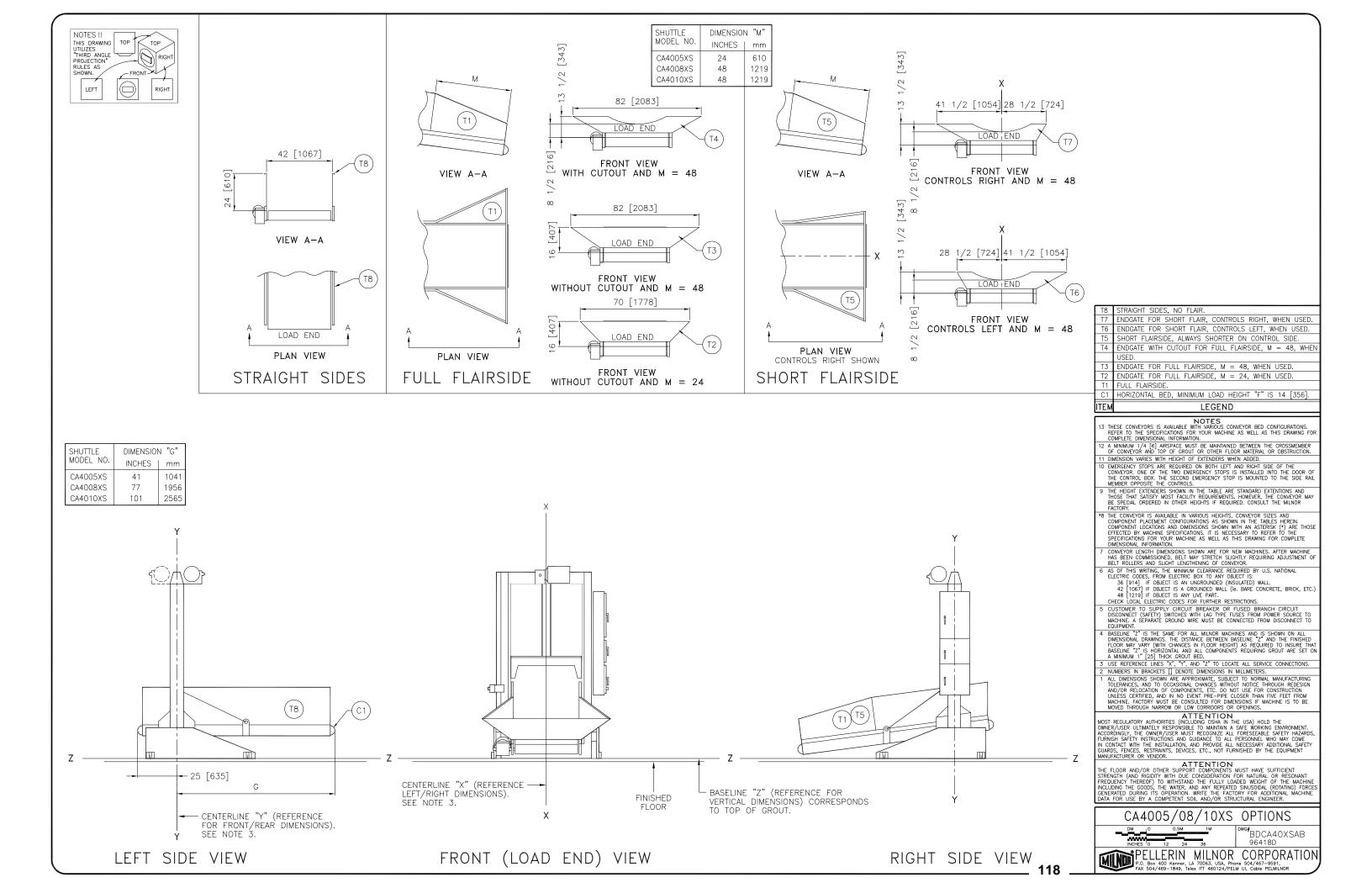


| DRYER<br>MODEL NO. | DIMENSION | N "H"<br>mm |
|--------------------|-----------|-------------|
| 50040              | 31        | 787         |
| 58040              | 27        | 686         |
| 58058              | 27        | 686         |
| 58080              | 27 1/2    | 698         |
| 6458               | 26        | 660         |
| 7272               | 26        | 660         |



|          | DIMENSIONS THAT VARY WITH MACHINE MODEL |        |                   |     |          |       |        |               |  |  |  |  |  |  |
|----------|-----------------------------------------|--------|-------------------|-----|----------|-------|--------|---------------|--|--|--|--|--|--|
| CONVEYOR | DIMENSIC                                | )n "E" | DIMENSI<br>"MININ |     | DIMENSIC | N "G" | DIMENS | DIMENSION "J" |  |  |  |  |  |  |
| MODEL    | INCHES                                  | mm     | INCHES            | mm  | INCHES   | mm    | INCHES | mm            |  |  |  |  |  |  |
| CA4005XS | 65 7/16                                 | 1662   | 6                 | 152 | 40 5/8   | 1032  | 66     | 1676          |  |  |  |  |  |  |
| CA4008XS | 101 1/8                                 | 2569   | 6                 | 152 | 75 5/16  | 1938  | 102    | 2591          |  |  |  |  |  |  |
| CA4010XS | 124 15/16                               | 3173   | 6                 | 152 | 100 1/8  | 2543  | 126    | 3200          |  |  |  |  |  |  |

| N1                                                 | STANDARD SIDE BASE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| М3                                                 | BELT MOTOR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| *M2                                                | HOIST MOTOR IN ALTERNATE "AWAY FROM PRESS LOCATION".                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| *M1                                                | HOIST MOTOR IN "FACING PRESS LOCATION".                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| F1                                                 | FOUR, ANCHOR BRACKETS. USE 1 [25] DIAMETER ANCHOR                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                                    | BOLTS (NOT SUPPLIED BY PMC). BOLTS MUST PROTRUDE                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| +50                                                | 6 [152] MINIMUM ABOVE BASELINE "Z".                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| *E6                                                | EMERGENCY STOP BUTTONS. SEE NOTE 10.                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| *E5                                                | DRYER, FORMULA SELECTION AND LOGIC CONTROL BOXES IN<br>ALTERNATE LEFT HAND POSITION ("DASHED").                                                                                                                                                                                                                                                                                                                                                                                                    |
| *E4                                                | LOGIC CONTROL BOX IN RIGHT HAND POSITION.                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| *E3                                                | FORMULA SELECTION CONTROL BOX IN RIGHT HAND POSITION.                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| *E2                                                | DRYER CONTROL BOX IN RIGHT HAND POSITION.                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| *E1                                                | ELECTRICAL CONNECTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| C1                                                 | MILNOR DRYER ROLLER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| ITEM                                               | LEGEND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| DI                                                 | NOTES<br>MENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYER<br>MENSIONAL DRAWING<br>E BDCA40XSAB FOR OPTIONS AND BED CONFIGURAIONS.                                                                                                                                                                                                                                                                                                                                              |
| 13 TH<br>RE<br>CC                                  | ESE CONVEYORS IS AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.<br>FER TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS BDCA40XSAB FOR<br>MPLETE DIMENSIONAL INFORMATION.                                                                                                                                                                                                                                                                                                                    |
| 12 A<br>OF                                         | MINIMUM 1/4 [6] AIRSPACE MUST BE MAINTAINED BETWEEN THE CROSSMEMBER<br>CONVEYOR AND TOP OF GROUT OR OTHER FLOOR MATERIAL OR OBSTRUCTION.                                                                                                                                                                                                                                                                                                                                                           |
| 11 DI                                              | MENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| CC<br>TH<br>ME                                     | LERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDE OF THE<br>INVEYOR. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br>E CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE RAIL<br>IMBER OPPOSITE THE CONTROLS.                                                                                                                                                                                                                                                    |
| 9 TH<br>TH<br>BE                                   | E HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>OSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE CONVEYOR MAY<br>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED, CONSULT THE MILNOR<br>CTORY.                                                                                                                                                                                                                                                                          |
| 58                                                 | E CONVEYOR IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND<br>MPONENT PLACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN.<br>MPONENT LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK (*) ARE THOSE<br>FECTED BY MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE<br>EQIFICATIONS FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE<br>MENSIONAL INFORMATION.                                                                                                                    |
| 7 CC<br>HA                                         | MENSIONAL INFORMATION.<br>INVEYOR LENOTH DIMENSIONS SHOWN ARE FOR NEW MACHINES. AFTER MACHINE<br>S BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING ADJUSTMENT OF<br>LT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.                                                                                                                                                                                                                                                                          |
| 6 AS<br>EL<br>CH                                   | OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CCTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)<br>48 [1219] IF OBJECT IS ANY LIVE PART.<br>ECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                           |
| E E C                                              | JSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>SCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br>UIPMENT.                                                                                                                                                                                                                                                                                 |
| 4 BA<br>DI<br>FL<br>BA<br>A                        | SELINE "2" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>MENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "2" AND THE FINISHE<br>DOG MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT<br>SELINE "2" IS HORZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>MINNUM 1" [25] THCK GROUT BED.                                                                                                                                                                   |
| 3 05                                               | E REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.<br>IMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.                                                                                                                                                                                                                                                                                                                                                                  |
| 1 AL<br>TO<br>AN<br>UN                             | L DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>LERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>D/OR RELOCATION OF COMPONENTS, ELC. DO NOT USE FOR CONSTRUCTION<br>ILESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>CHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>WED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                   |
| FURNIS<br>IN CON<br>GUARD<br>MANUF                 | ATTENTION<br>REGULATORY AUTHORITIES (INCLUDING OSHA IN THE USA) HOLD THE<br>/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.<br>DINGLY, THE OWNER/USER MUST RECOGNIZE ALL FORESEEABLE SAFETY HAZARDS,<br>IN SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME<br>TACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>S, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT<br>ACTURER OR VENDOR.                            |
| THE F<br>STREN<br>FREQU<br>INCLUD<br>GENER<br>DATA | ATTENTION<br>LOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>GTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT<br>ENCY THEREOF) TO WITHSTAIN THE FULLY LOADED WEIGHT OF THE MACHINE<br>ENCY THEREOF) TO WITHSTAIN THE FULLY LOADED WEIGHT OF THE MACHINE<br>NING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORCES<br>ATED DURING ITS OPERATION. WRITE THE FACTORY FOR ADDITIONAL MACHINE<br>FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER. |
|                                                    | CA4005/08/10XS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| •                                                  | BDCA40XSAE<br>INCHES 0 12 24 36 2006255D                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                                    | PELLERIN MILNOR CORPORATION<br>F.O. Box 400 Kenner, LA 70063, USA, Phone 504/467-9591,<br>FAX 504/469-1849, Telex IIT 460124/PELM UI, Cable PELMILNOR                                                                                                                                                                                                                                                                                                                                              |
|                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |



| WHEN THIS<br>PEDESTAL EX<br>IS USED WIT | XTENDER    | WHEN THIS<br>PEDESTAL E<br>IS USED WI | XTENDER    | WHEN THIS<br>PEDESTAL E<br>IS USED WI | XTENDER    | WHEN THIS<br>PEDESTAL E<br>IS USED WI | XTENDER    | WHEN THIS<br>PEDESTAL EX<br>IS USED WIT | KTENDER     | WHEN THIS<br>PEDESTAL E<br>IS USED WIT | XTENDER     | USE THIS<br>RAIL EXTI |              | CL4008     | /10JS        | S DIMENS   | SIONS        | DIMENSIO<br>580XX D<br>ROLLE | RYERS        | DIMENSIO  |              | DIMENSIO  |              | NOTES !!<br>THIS DRAWIN<br>UTILIZES |
|-----------------------------------------|------------|---------------------------------------|------------|---------------------------------------|------------|---------------------------------------|------------|-----------------------------------------|-------------|----------------------------------------|-------------|-----------------------|--------------|------------|--------------|------------|--------------|------------------------------|--------------|-----------|--------------|-----------|--------------|-------------------------------------|
| 7272TG1/TS                              |            | 6458TG1/TS                            |            | 58080TG1/T                            |            | 58058TG2/1                            |            | 58040TG2/T                              |             | 50040TS1                               |             |                       |              | DIMENSION  | "A"          | DIMENSION  | "B"          | LOAD HI                      | EIGHT        | LOAD H    | EIGHT        | LOAD H    | EIGHT        | THIRD ANG<br>PROJECTION             |
| INCHES                                  | mm         | INCHES                                | mm         | INCHES                                | mm         | INCHES                                | mm         | INCHES                                  | mm          | INCHES                                 | mm          | INCHES                | mm           | INCHES     | mm           | INCHES     | mm           | INCHES                       | mm           | INCHES    | mm           | INCHES    | mm           | RULES AS<br>SHOWN.                  |
| -                                       | -          | -10 1/2                               | 267        | -                                     | -          | -                                     | -          | 0                                       | 0           | 0                                      | 0           | 7                     | 178          | 122 1/2    | 3112         | 116 1/2    | 2959         | 57                           | 1448         | 57 1/2    | 1460         | 57 1/2    | 1460         |                                     |
| -                                       | -          | -7                                    | -178       | -                                     | -          | -                                     | -          | 3 1/2                                   | 89          | 3 1/2                                  | 89          | 10 1/2                | 267          | 126        | 3200         | 120        | 3048         | 60 1/2                       | 1537         | 61        | 1549         | 61        | 1549         | LEFT                                |
| -7                                      | -178       | 0                                     | 0          | -                                     | -          | -                                     | -          | 10 1/2                                  | 267         | 10 1/2                                 | 267         | 17 1/2                | 445          | 133        | 3378         | 127        | 3226         | 67 1/2                       | 1715         | 68        | 1727         | 68        | 1727         |                                     |
| -3 1/2                                  | -89        | 3 1/2                                 | 89         | -                                     | -          | 0                                     | 0          | 14                                      | 356         | 14                                     | 356         | 21                    | 533          | 136 1/2    | 3467         | 130 1/2    | 3315         | 71                           | 1803         | 71 1/2    | 1816         | 71 1/2    | 1816         |                                     |
| 0                                       | 0          | 7                                     | 178        | -                                     | -          | 3 1/2                                 | 89         | 17 1/2                                  | 445         | 17 1/2                                 | 445         | 24 1/2                | 622          | 140        | 3556         | 134        | 3404         | 74 1/2                       | 1892         | 75        | 1905         | 75        | 1905         |                                     |
| 3 1/2                                   | 89         | 10 1/2                                | 267        | 0                                     | 0          | 7                                     | 178        | 21                                      | 533         | 21                                     | 533         | 28                    | 711          | 143 1/2    | 3645         | 137 1/2    | 3493         | 78                           | 1981         | 78 1/2    | 1994         | 78 1/2    | 1994         |                                     |
| 7                                       | 178        | 14                                    | 356        | 3 1/2                                 | 89         | 10 1/2                                | 267        | 24 1/2                                  | 622         | 24 1/2                                 | 622         | 31 1/2                | 800          | 147        | 3734         | 141        | 3581         | 81 1/2                       | 2070         | 82        | 2083         | 82        | 2083         | DRYER                               |
| 14                                      | 356        | 21<br>28                              | 533<br>711 | 10 1/2                                | 267        |                                       | 445        | 31 1/2                                  | 800<br>978  | 31 1/2                                 | 800<br>978  | 38 1/2<br>45 1/2      | 978          | 154        | 3912<br>4089 | 148        | 3759<br>3937 | 88 1/2                       | 2248<br>2426 | 89        | 2261<br>2438 | 89        | 2261<br>2438 | MODEL NO.                           |
| 21<br>28                                | 533<br>711 | 35                                    | 889        | 17 1/2<br>24 1/2                      | 445<br>622 | 24 1/2<br>31 1/2                      | 622<br>800 | 38 1/2<br>45 1/2                        | 978<br>1156 | 38 1/2<br>45 1/2                       | 978<br>1156 | 43 1/2<br>52 1/2      | 1156<br>1334 | 161<br>168 | 4089         | 155<br>162 | 4115         | 95 1/2<br>102 1/2            | 2604         | 96<br>103 | 2436         | 96<br>103 | 2436         |                                     |
| 20<br>35                                | 889        | 42                                    | 1067       | 31 1/2                                | 800        | 38 1/2                                | 978        | 52 1/2                                  | 1334        | 52 1/2                                 | 1334        | 52 1/2                | 1511         | 175        | 4445         | 162        | 4293         | 102 1/2                      | 2781         | 110       | 2794         | 110       | 2794         | 50040                               |
| 42                                      | 1067       | 49                                    | 1245       | 38 1/2                                | 1156       | 45 1/2                                | 1156       | 59 1/2                                  | 1511        | 59 1/2                                 | 1511        | 66 1/2                | 1689         | 182        | 4623         | 176        | 4470         | 116 1/2                      | 2959         | 117       | 2972         | 117       | 2972         | 58040                               |
| 49                                      | 1245       | 56                                    | 1422       | 45 1/2                                | 1156       | 52 1/2                                | 1334       | 66 1/2                                  | 1689        | 66 1/2                                 | 1689        | 73 1/2                | 1867         | 189        | 4801         | 183        | 4648         | 123 1/2                      | 3137         | 124       | 3150         | 124       | 3150         | 58058                               |
| 56                                      | 1422       | 63                                    | 1600       | 52 1/2                                | 1334       | 59 1/2                                | 1511       | CONSULT F                               |             | CONSULT                                |             | 80 1/2                | 2045         | 196        | 4978         | 190        | 4826         | 130 1/2                      | 3315         | 131       | 3327         | 131       | 3327         | 58080                               |
| 63                                      | 1600       | 70                                    | 1778       | 59 1/2                                | 1511       | 66 1/2                                | 1689       | CONSULT F                               |             | CONSULT                                |             | 87 1/2                | 2223         | 203        | 5156         | 197        | 5004         | 137 1/2                      | 3493         | 138       | 3505         | 138       | 3505         | 6458                                |
| 70                                      | 1778       | 77                                    | 1956       | 66 1/2                                | 1689       | CONSULT I                             | ACTORY     | CONSULT F                               | ACTORY      | CONSULT                                | FACTORY     | 94 1/2                | 2400         | 210        | 5334         | 204        | 5182         | 144 1/2                      | 3670         | 145       | 3683         | 145       | 3683         | 7272                                |

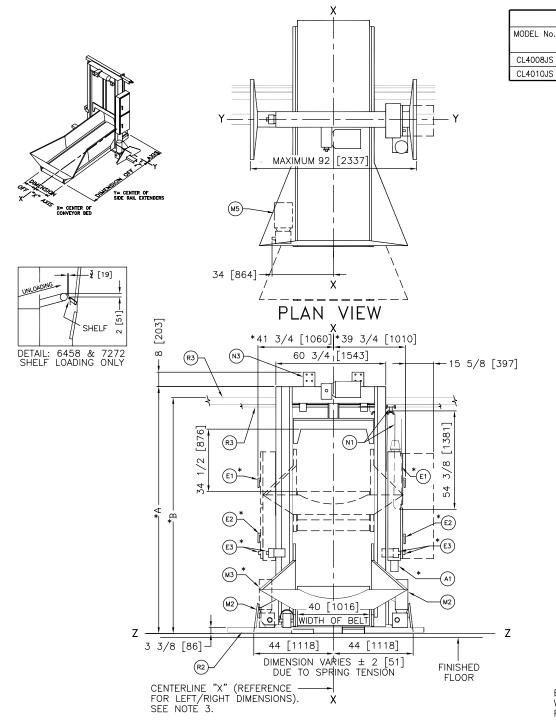
DIMENSIONS THAT VARY WITH MACHINE MODEL

DIMENSION "E"

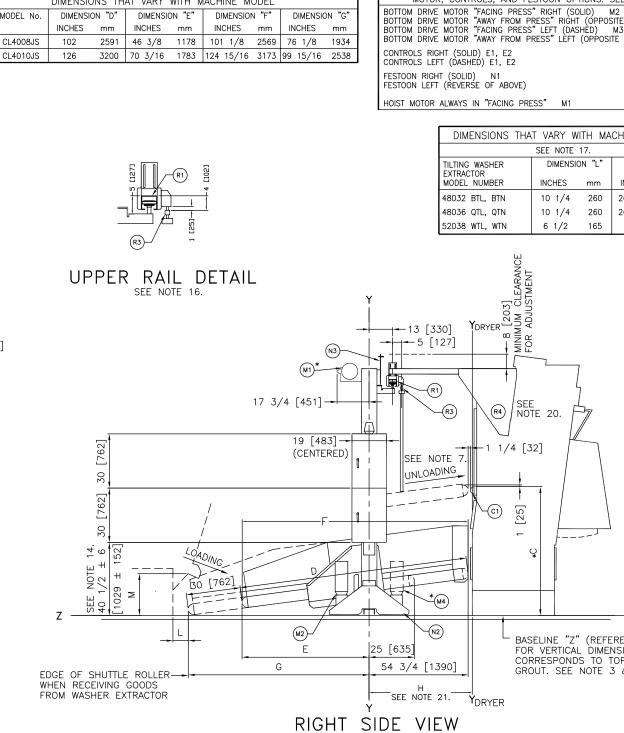
DIMENSION "D"

DIMENSION "F"

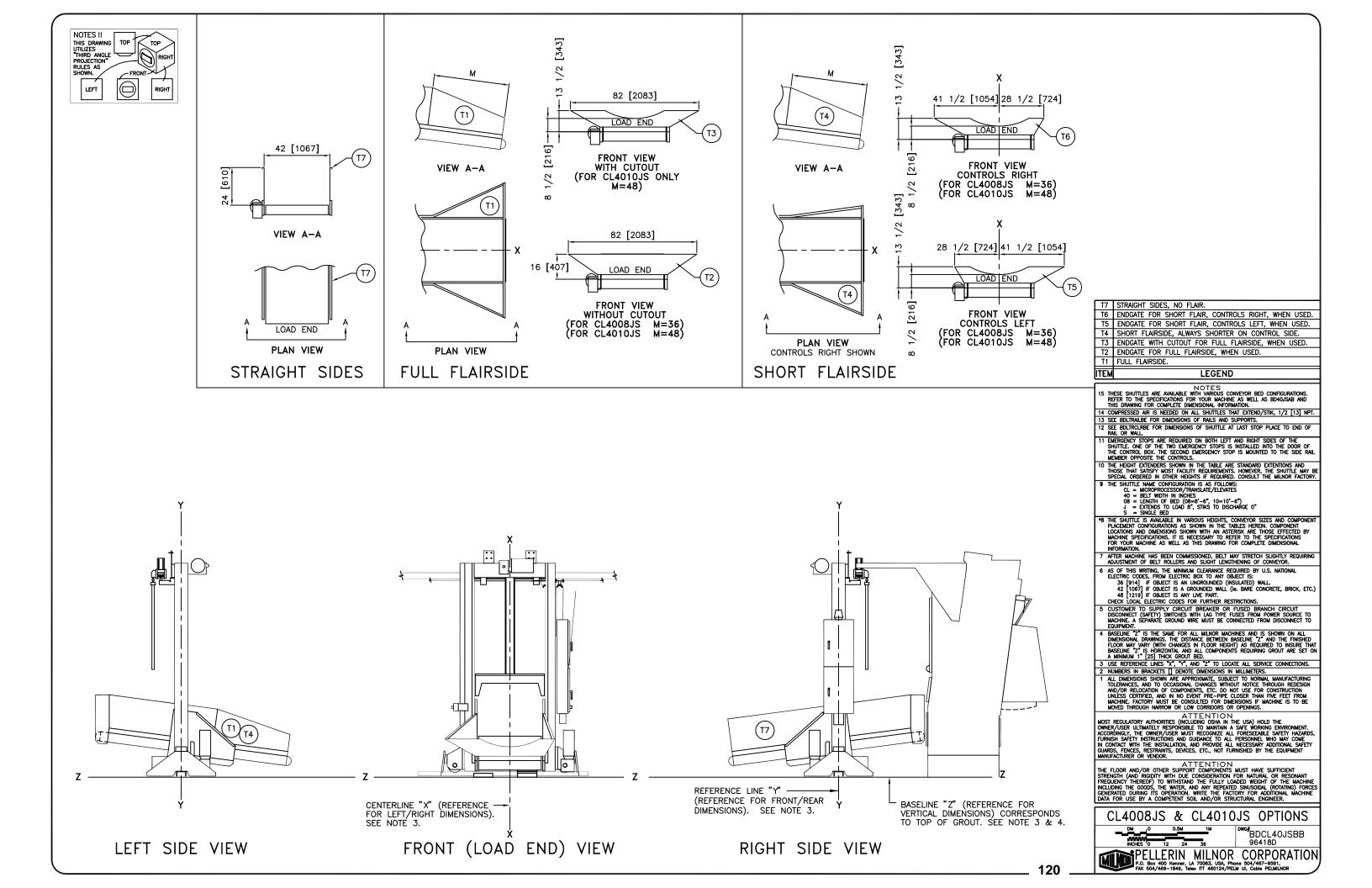
DIMENSION "G"



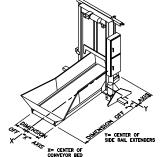
FRONT (' ^ AD END) VIEW



| ON "C"                       | DIMENSION "C"                                                                                                                                                                                    | NOTES !!<br>THIS DRAWING TOP TOP                      | R4 DRYER RAIL SUPPORT, SEE NOTE 20.<br>R3 FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                          |
|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| RYERS                        | 7272 DRYERS                                                                                                                                                                                      |                                                       | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                  |
| mm                           | INCHES   mm                                                                                                                                                                                      | PROJECTION"<br>RULES AS<br>SHOWN.                     | R2 BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY<br>BE PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                      |
| 1460<br>1549                 | 57 1/2 1460                                                                                                                                                                                      |                                                       | R1 UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE<br>PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                             |
| 1727                         | 61 1549<br>68 1727                                                                                                                                                                               |                                                       | N3 MOUNTING BRACKET FOR STOP SWITCH                                                                                                                                                                                                 |
| 1816<br>1905                 | 71 1/2 1816<br>75 1905                                                                                                                                                                           |                                                       | N2         SAFETY KICK PLATE, SPRING LOADED.           *N1         FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY                                                                                                                 |
| 1994                         | 78 1/2 1994                                                                                                                                                                                      |                                                       | MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST<br>FOR NUMBER OF CARS.                                                                                                                                                          |
| 2083<br>2261                 | 82 2083<br>89 2261                                                                                                                                                                               | DRYER DIMENSION "H"                                   | M5 BELT MOTOR                                                                                                                                                                                                                       |
| 2438<br>2616                 | 96 2438<br>103 2616                                                                                                                                                                              | MODEL NO. INCHES mm                                   | *M4 BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND<br>LOCATION.                                                                                                                                                                 |
| 2794                         | 110 2794                                                                                                                                                                                         | 50040 60 7/8 1546<br>58040 56 7/8 1445                | *M3 BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND<br>LOCATION.                                                                                                                                                                     |
| 2972<br>3150                 | 117 2972<br>124 3150                                                                                                                                                                             | 58058 57 1448                                         | *M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND                                                                                                                                                                                 |
| 3327<br>3505                 | 131 3327<br>138 3505                                                                                                                                                                             | 58080 57 1/2 1460<br>6458 56 1422                     | LOCATION.<br>M1 HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.                                                                                                                                                                      |
| 3683                         | 145 3683                                                                                                                                                                                         | 7272 56 1422                                          | E3 EMERGENCY STOP BUTTON. SEE NOTE 11.<br>*E2 LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT                                                                                                                                  |
|                              |                                                                                                                                                                                                  |                                                       | HAND POSITION "DASHED").                                                                                                                                                                                                            |
| OM DRIVE                     | MOTOR "FACING PRI                                                                                                                                                                                | FESTOON OPTIONS: SEE NOTE 8.<br>ESS" RIGHT (SOLID) M2 | *E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT<br>HAND POSITION "DASHED").                                                                                                                                               |
| OM DRIVE                     | MOTOR "AWAY FROM<br>MOTOR "FACING PRI                                                                                                                                                            | I PRESS" RIGHT (ÓPPOSITE OF ABOVE) M4                 | C1 POSITION OF MILNOR DRYER ROLLER TO SHOW PROPER                                                                                                                                                                                   |
| OM DRIVE                     | MOTOR "AWAY FROM                                                                                                                                                                                 | PRESS" LEFT (OPPOSITE OF ABOVE)                       | INTERFACE.           *A1         AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES                                                                                                                                                         |
|                              | HT (SOLID) E1, E2<br>T (DASHED) E1, E2                                                                                                                                                           |                                                       | ITEM LEGEND                                                                                                                                                                                                                         |
|                              | T (SOLID) N1<br>(REVERSE OF ABOVI                                                                                                                                                                | F)                                                    | NOTES                                                                                                                                                                                                                               |
|                              | ALWAYS IN "FACING                                                                                                                                                                                |                                                       | 21 DIMENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYER<br>DIMENSIONAL DRAWING                                                                                                                                    |
|                              |                                                                                                                                                                                                  |                                                       | 20 DRYER RAIL SUPPORT SHOWN IS AVAILABLE ON 58040, 58058 & 58080 DRYERS.<br>DRYER RAIL SUPPORTS NOT AVAILABLE FOR THE 6458 DRYER.                                                                                                   |
|                              | DIMENSIONS T                                                                                                                                                                                     | HAT VARY WITH MACHINE MODEL                           | 19 SEE BOCL40JSBB FOR OPTIONS AND BED CONFIGURATIONS.<br>18 THESE SHUTTLES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.<br>REFER TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS BDCL40MSBB AND                        |
|                              |                                                                                                                                                                                                  | SEE NOTE 17.                                          | THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.<br>17 DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE                                                                                                     |
|                              | TILTING WASHER<br>EXTRACTOR                                                                                                                                                                      | DIMENSION "L" DIMENSION "M"                           | ENTIRE RAIL LENGTH.<br>16 SHUTTLE WILL ACCOMMODATE THE MODELS MENTIONED IN TABLE PROVIDING THE                                                                                                                                      |
|                              | MODEL NUMBER                                                                                                                                                                                     | INCHES mm INCHES mm                                   | LOAD DOES NOT EXCEED THE CAPACITY OF APPROPRIATE MILNOR DRYER.<br>15 COMPRESSED AIR IS NEEDED ON ALL SHUTLES THAT EXTEND/STIK, 1/2 [13] NPT.                                                                                        |
|                              | 48032 BTL, BTN<br>48036 QTL, QTN                                                                                                                                                                 | 10 1/4 260 26 1/4 667<br>10 1/4 260 26 1/4 667        | 14 SEE BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.<br>13 DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.<br>12 SEE BDLTRCIRAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF                                     |
|                              | 52038 WTL, WTN                                                                                                                                                                                   | 6 1/2 165 25 635                                      | RAIL OR WALL. 11 EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE                                                                                                                                                   |
|                              |                                                                                                                                                                                                  |                                                       | SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br>THE CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE RAIL<br>MEMBER OPPOSITE THE CONTROLS.                                                    |
|                              | L<br>L                                                                                                                                                                                           |                                                       | 10 THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY BE                                                                                |
|                              | 5]<br>CIFARANCF                                                                                                                                                                                  |                                                       | SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY.<br>9 THE SHUTTLE NAME CONFIGURATION IS AS FOLLOWS:                                                                                                        |
|                              |                                                                                                                                                                                                  | DUUSTMEN                                              | CL = MICROPROCESSOR/TRANSLATE/ELEVATES<br>40 = BELT WIDTH IN INCHES<br>08 = LENGTH OF BELD ( $08=8'-6"$ , $10=10'-6"$ )                                                                                                             |
|                              | ¥ 50                                                                                                                                                                                             |                                                       | J = EXTENDS TO LOAD 30", STIKS TO DISCHÂRGE 0"<br>S = SINGLE BED                                                                                                                                                                    |
| -13 [33<br><del>-</del> 5 [1 | $\begin{array}{c c} & \mathbf{Y}_{\text{DRYER}} \\ 30 \\ 37 \\ \end{array} \begin{array}{c} & \mathbf{Y}_{\text{DRYER}} \\ & \mathbf{W}_{\text{RYER}} \\ & \mathbf{W}_{\text{RYER}} \end{array}$ | FOR A                                                 | *8 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br>PLACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN. COMPONENT<br>LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY          |
|                              |                                                                                                                                                                                                  |                                                       | MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS<br>FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br>INFORMATION.                                                                         |
|                              |                                                                                                                                                                                                  |                                                       | 7 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.                                                                                        |
| R1                           |                                                                                                                                                                                                  | 4                                                     | 6 AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:                                                                                                        |
|                              |                                                                                                                                                                                                  | SEE<br>NOTE 20.                                       | 36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)<br>48 [1219] IF OBJECT IS ANY LIVE PART.                                                           |
|                              |                                                                                                                                                                                                  |                                                       | CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                                                                |
|                              |                                                                                                                                                                                                  | [32]                                                  | DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br>EQUIPMENT.                                                                         |
| SEE NO                       | DTE 7.                                                                                                                                                                                           |                                                       | 4 BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHED                                                                                  |
| UNLOAD                       |                                                                                                                                                                                                  |                                                       | FLOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT<br>BASELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>A MINIMUM 1" [25] THICK GROUT BED.                                          |
|                              |                                                                                                                                                                                                  |                                                       | 3 USE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.<br>2 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.                                                                                            |
|                              |                                                                                                                                                                                                  |                                                       | 1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION               |
|                              |                                                                                                                                                                                                  |                                                       | AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>MACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE                 |
|                              |                                                                                                                                                                                                  | ¥ Í                                                   | MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.<br>ATTENTION<br>MOST REGULATORY AUTHORITIES (INCLUDING OSHA IN THE USA) HOLD THE                                                                                                 |
| 5                            |                                                                                                                                                                                                  |                                                       | OWNER/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.                                                                                                                                                           |
| *                            |                                                                                                                                                                                                  |                                                       | FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME<br>IN CONTACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>GUARDS, FENCES, RESTRAINS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT |
| $\sum - e$                   | M4)                                                                                                                                                                                              | z                                                     | GUARDS, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT<br>MANUFACTURER OR VENDOR.<br>ATTENTION                                                                                                                   |
|                              |                                                                                                                                                                                                  |                                                       | THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>STRENGTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT                                                                                             |
| 55]                          | /    <sup>_</sup> E                                                                                                                                                                              | BASELINE "Z" (REFERENCE<br>FOR VERTICAL DIMENSIONS    | FREQUENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE<br>INCLUDING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORCES<br>GENERATED DURING ITS OPERATION. WRITE THE FACTORY FOR ADDITIONAL MACHINE |
| 드리<br>3/4 [13                |                                                                                                                                                                                                  | CORRESPONDS TO TOP OF<br>GROUT. SEE NOTE 3 & 4.       | DATA FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.                                                                                                                                                                        |
| н                            |                                                                                                                                                                                                  | AND CH. SEE NOTE O & T.                               | CL4008JS & CL4010JS                                                                                                                                                                                                                 |
| E NOTE :                     | 21. Y <sub>DRYER</sub>                                                                                                                                                                           |                                                       | DM 0 0.5M 1M DWC# BDCL40JSBE<br>NOHES 0 12 24 36 2006255D                                                                                                                                                                           |
| VIE                          |                                                                                                                                                                                                  |                                                       | PELLERIN MILNOR CORPORATION                                                                                                                                                                                                         |
| v i L                        | _ * *                                                                                                                                                                                            |                                                       | P.O. Box 400 Kenner, LA 70063, USA, Phone 504/467-9591,<br>FAX 504/469-1849, Telex ITT 460124/PELM UI, Cable PELMILNOR                                                                                                              |
|                              |                                                                                                                                                                                                  |                                                       |                                                                                                                                                                                                                                     |

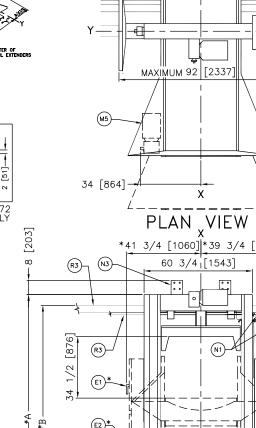


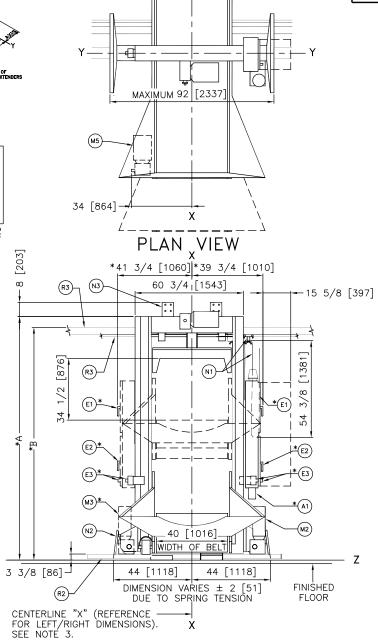
| WHEN THIS<br>PEDESTAL E<br>IS USED WIT | XTENDER    | WHEN THIS<br>PEDESTAL E<br>IS USED WI | XTENDER    | WHEN THIS<br>PEDESTAL E<br>IS USED WI | XTENDER    | WHEN THIS<br>PEDESTAL E<br>IS USED WI | XTENDER    | WHEN THIS<br>PEDESTAL EX<br>IS USED WIT | XTENDER     | WHEN THIS<br>PEDESTAL E<br>IS USED WI | XTENDER     | USE THIS<br>RAIL EXT |              | CL4008     | /10M | S DIMEN    | SIONS        | DIMENSIO<br>580XX D<br>ROLLE | RYERS        | DIMENSI<br>6458 DF |      | DIMENSI<br>7272 DF |              | NOTES<br>THIS DE |
|----------------------------------------|------------|---------------------------------------|------------|---------------------------------------|------------|---------------------------------------|------------|-----------------------------------------|-------------|---------------------------------------|-------------|----------------------|--------------|------------|------|------------|--------------|------------------------------|--------------|--------------------|------|--------------------|--------------|------------------|
| 272TG1/TS                              |            | 6458TG1/TS                            |            | 58080TG1/1                            |            | 58058TG2/1                            |            | 58040TG2/T                              |             | 50040TS1                              | III DIVILI  |                      |              | DIMENSION  | "A"  | DIMENSION  | "В"          | LOAD HE                      |              | LOAD H             |      | LOAD H             |              | "THIRD<br>PROJE  |
| INCHES                                 | mm         | INCHES                                | mm         | INCHES                                | mm         | INCHES                                | mm         | INCHES                                  | mm          | INCHES                                | mm          | INCHES               | mm           | INCHES     | mm   | INCHES     | mm           | INCHES                       | mm           | INCHES             | mm   | INCHES             | mm           | RULES            |
|                                        |            | -10 1/2                               | 267        | -                                     | -          | -                                     | -          | 0                                       | 0           | 0                                     | 0           | 7                    | 178          | 122 1/2    | 3112 | 116 1/2    | 2959         | 57                           | 1448         | 57 1/2             | 1460 | 57 1/2             | 1460         |                  |
| -                                      | -          | -7                                    | -178       | -                                     | -          | -                                     | -          | 3 1/2                                   | 89          | 3 1/2                                 | 89          | 10 1/2               | 267          | 126        | 3200 | 120        | 3048         | 60 1/2                       | 1537         | 61                 | 1549 | 61                 | 1549         | L                |
| -7                                     | -178       | 0                                     | 0          | -                                     | -          | -                                     | -          | 10 1/2                                  | 267         | 10 1/2                                | 267         | 17 1/2               | 445          | 133        | 3378 | 127        | 3226         | 67 1/2                       | 1715         | 68                 | 1727 | 68                 | 1727         |                  |
| -3 1/2                                 | -89        | 3 1/2                                 | 89         | -                                     | -          | 0                                     | 0          | 14                                      | 356         | 14                                    | 356         | 21                   | 533          | 136 1/2    | 3467 | 130 1/2    | 3315         | 71                           | 1803         | 71 1/2             | 1816 | 71 1/2             | 1816         |                  |
| 0                                      | 0          | 7                                     | 178        | -                                     | -          | 3 1/2                                 | 89         | 17 1/2                                  | 445         | 17 1/2                                | 445         | 24 1/2               | 622          | 140        | 3556 | 134        | 3404         | 74 1/2                       | 1892         | 75                 | 1905 | 75                 | 1905         |                  |
| 3 1/2                                  | 89         | 10 1/2                                | 267        | 0                                     | 0          | 7                                     | 178        | 21                                      | 533         | 21                                    | 533         | 28                   | 711          | 143 1/2    | 3645 | 137 1/2    | 3493         | 78                           | 1981         | 78 1/2             | 1994 | 78 1/2             | 1994         |                  |
| 7                                      | 178        | 14                                    | 356        | 3 1/2                                 | 89         | 10 1/2                                | 267        | 24 1/2                                  | 622         | 24 1/2                                | 622         | 31 1/2               | 800          | 147        | 3734 | 141        | 3581         | 81 1/2                       | 2070         | 82                 | 2083 | 82                 | 2083         |                  |
| 14                                     | 356        | 21                                    | 533<br>711 | 10 1/2                                | 267        | 17 1/2                                | 445        | 31 1/2                                  | 800         | 31 1/2                                | 800         | 38 1/2               | 978          | 154        | 3912 | 148        | 3759         | 88 1/2                       | 2248         | 89                 | 2261 | 89                 | 2261         | DRYEF            |
| 21<br>28                               | 533<br>711 | 28<br>35                              | 889        | 17 1/2<br>24 1/2                      | 445<br>622 | 24 1/2<br>31 1/2                      | 622<br>800 | 38 1/2<br>45 1/2                        | 978<br>1156 | 38 1/2<br>45 1/2                      | 978<br>1156 | 45 1/2<br>52 1/2     | 1156<br>1334 | 161<br>168 | 4089 | 155<br>162 | 3937<br>4115 | 95 1/2<br>102 1/2            | 2426<br>2604 | 96<br>103          | 2438 | 96<br>103          | 2438<br>2616 | MODE             |
| 28<br>35                               | 889        | 42                                    | 1067       | 24 1/2<br>31 1/2                      | 800        | 38 1/2                                | 978        | 52 1/2                                  | 1334        | 52 1/2                                | 1334        | 52 1/2               | 1511         | 175        | 4445 | 162        | 4115         | 102 1/2                      | 2781         | 103                | 2794 | 110                | 2794         | 5004             |
| 42                                     | 1067       | 49                                    | 1245       | 38 1/2                                | 1156       | 45 1/2                                | 1156       | 59 1/2                                  | 1511        | 59 1/2                                | 1511        | 66 1/2               | 1689         | 182        | 4623 | 176        | 4470         | 116 1/2                      | 2959         | 117                | 2972 | 117                | 2972         | 5804             |
| 49                                     | 1245       | 56                                    | 1422       | 45 1/2                                | 1156       | 52 1/2                                | 1334       | 66 1/2                                  | 1689        | 66 1/2                                | 1689        | 73 1/2               | 1867         | 189        | 4801 | 183        | 4648         | 123 1/2                      | 3137         | 124                | 3150 | 124                | 3150         | 5805             |
| 56                                     | 1422       | 63                                    | 1600       | 52 1/2                                | 1334       | 59 1/2                                | 1511       | 1 1                                     | ACTORY      | 1 '                                   | FACTORY     | 80 1/2               | 2045         | 196        | 4978 | 190        | 4826         | 130 1/2                      | 3315         | 131                | 3327 | 131                | 3327         | 5808             |
| 63                                     | 1600       | 70                                    | 1778       | 59 1/2                                | 1511       | 66 1/2                                | 1689       | CONSULT F                               |             | CONSULT                               |             | 87 1/2               | 2223         | 203        | 5156 | 197        | 5004         | 137 1/2                      | 3493         | 138                | 3505 | 138                | 3505         | 645              |
| 70                                     | 1778       | 77                                    | 1956       | 66 1/2                                | 1689       |                                       | ACTORY     | CONSULT F                               |             | CONSULT                               |             | 94 1/2               | 2400         | 210        | 5334 | 204        | 5182         | 144 1/2                      | 3670         | 145                | 3683 | 145                | 3683         | 727              |





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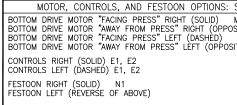




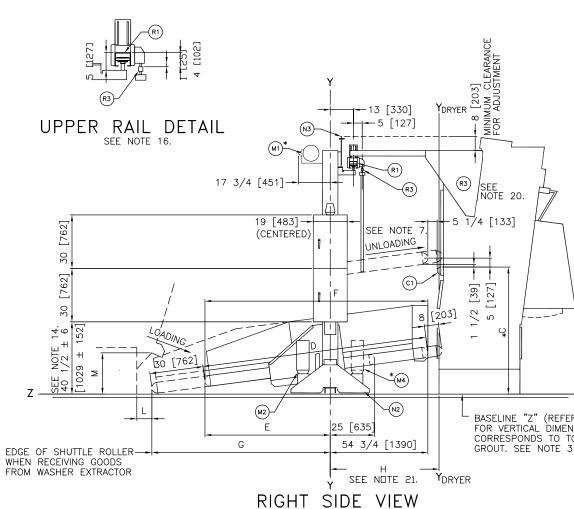
FRONT (AD END) VIEW

|           | DIMENSIONS THAT VARY WITH MACHINE MODEL |        |         |        |           |       |               |      |  |  |  |  |
|-----------|-----------------------------------------|--------|---------|--------|-----------|-------|---------------|------|--|--|--|--|
| MODEL No. | DIMENSI                                 | ON "D" | DIMENSI | DN "E" | DIMENSIO  | √ "F" | DIMENSION "G" |      |  |  |  |  |
|           | INCHES                                  | mm     | INCHES  | mm     | INCHES    | mm    | INCHES        | mm   |  |  |  |  |
| CL4008MS  | 102                                     | 2591   | 46 3/8  | 1178   | 101 1/8   | 2569  | 76 1/8        | 1934 |  |  |  |  |
| CL4010MS  | 126                                     | 3200   | 70 3/16 | 1783   | 124 15/16 | 3173  | 100           | 2540 |  |  |  |  |

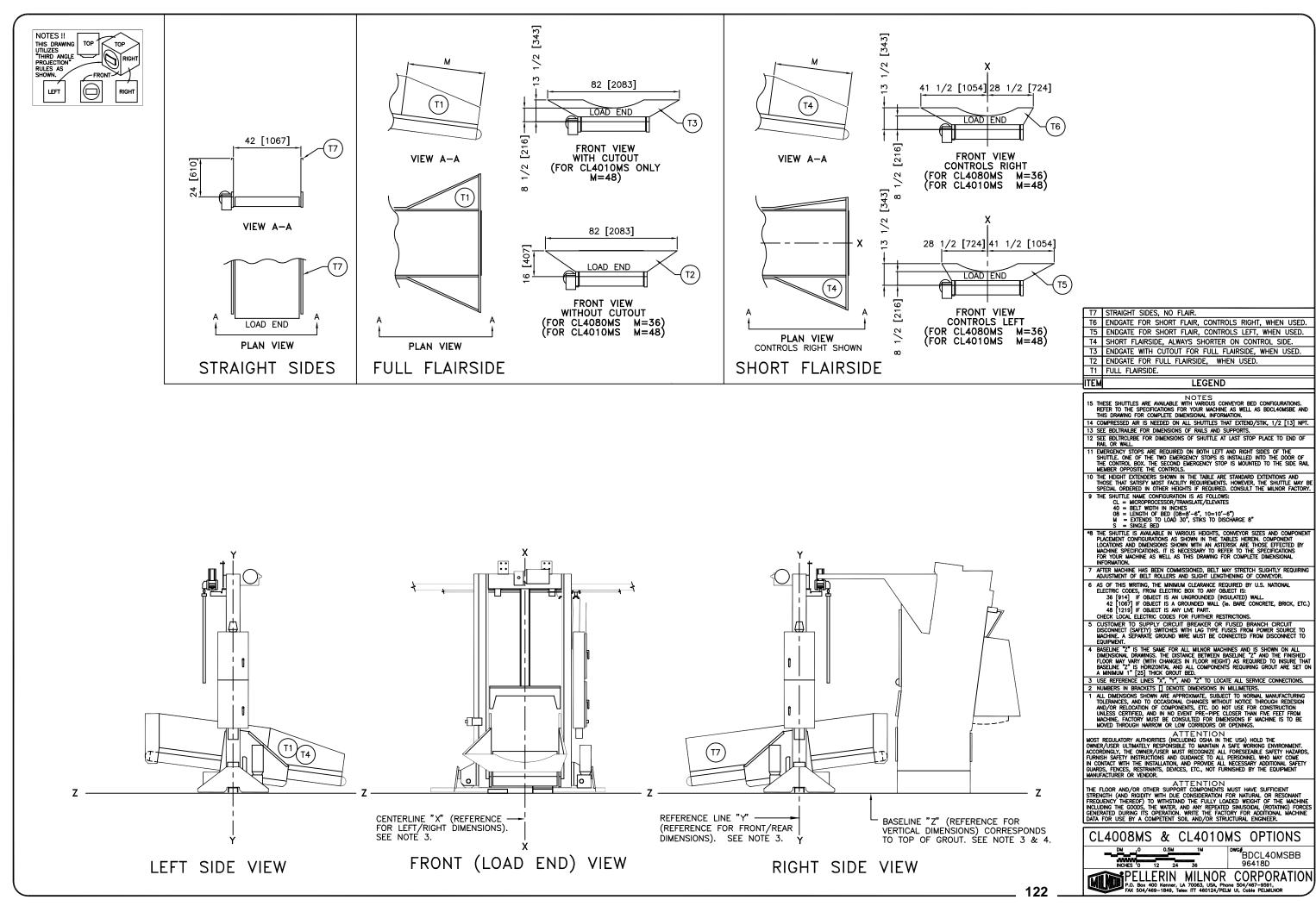
| DIMENSIONS TH  | AT VARY W | /ITH MA | CHINE MO | DDEL   |  |  |  |  |  |  |
|----------------|-----------|---------|----------|--------|--|--|--|--|--|--|
| SEE NOTE 17.   |           |         |          |        |  |  |  |  |  |  |
| TILTING WASHER | DIMENSI   | ON "L"  | DIMENSI  | ОМ "М" |  |  |  |  |  |  |
| MODEL NUMBER   | INCHES    | mm      | INCHES   | mm     |  |  |  |  |  |  |
| 48032 BTL, BTN | 10 1/4    | 260     | 26 1/4   | 667    |  |  |  |  |  |  |
| 48036 QTL, QTN | 10 1/4    | 260     | 26 1/4   | 667    |  |  |  |  |  |  |
| 52038 WTL, WTN | 6 1/2     | 165     | 25       | 635    |  |  |  |  |  |  |

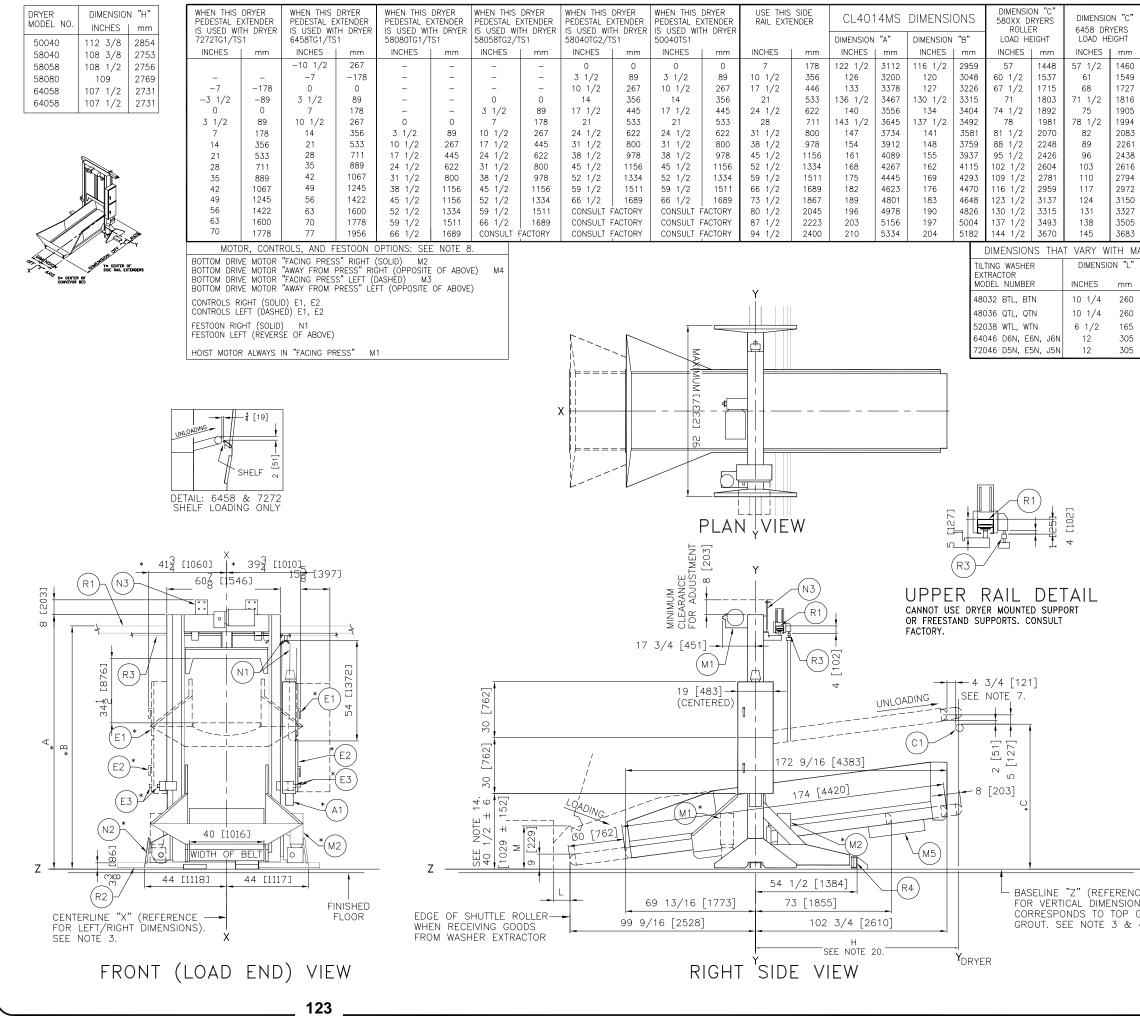


HOIST MOTOR ALWAYS IN "FACING PRESS" M1

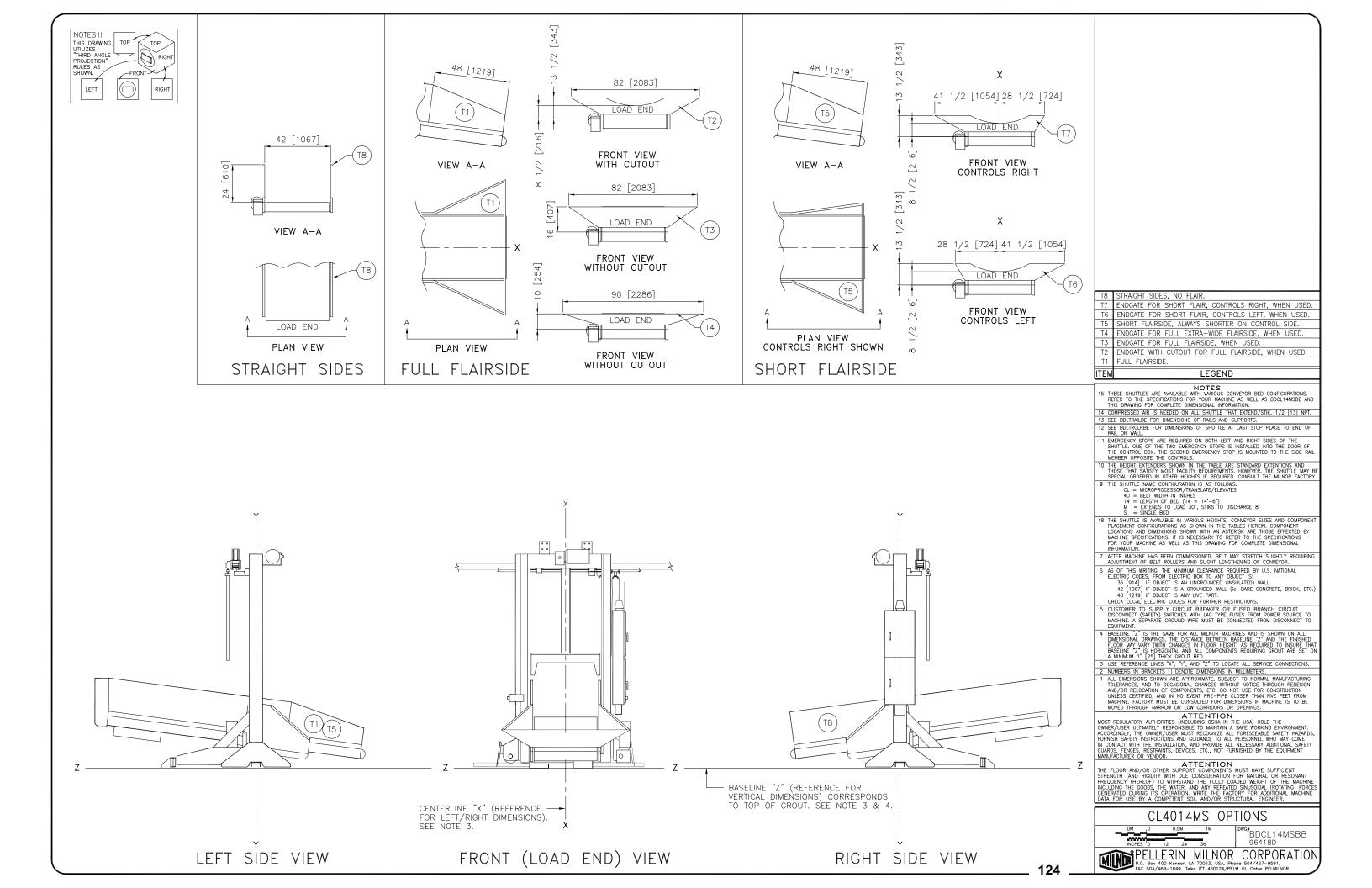


|                                           |       |    | R4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | DRYER MOUNTED RAIL SUPPORT, SEE NOTE 20.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------------------------------|-------|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                           |       |    | R3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| -0                                        | RIGHT |    | R2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | PRICED SEPARATELY. SEE PRICE LIST.<br>BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| FRONT                                     | 17    |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | BE PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                           |       |    | R1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| $  \square  $                             | RIGHT |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| I                                         |       |    | N3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | MOUNTING BRACKET FOR STOP SWITCH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                           |       |    | N2<br>*N1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SAFETY KICK PLATE, SPRING LOADED.<br>FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                           |       |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                           |       |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | FOR NUMBER OF CARS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| DIMENSION                                 | N "H" |    | M5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | BELT MOTOR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| INCHES                                    | mm    |    | *M4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 64 7/8                                    | 1595  |    | *M3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | LOCATION.<br>BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 60 7/8                                    | 1549  |    | N/IU                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | LOCATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 61                                        | 1549  |    | *M2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 61 1/2                                    | 1564  |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | LOCATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 60                                        | 1515  |    | M1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 60                                        | 1515  |    | E3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | EMERGENCY STOP BUTTON. SEE NOTE 11.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                           |       |    | *E2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT HAND POSITION "DASHED").                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| SEE NOTE                                  | 8.    |    | *E1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| M2                                        |       |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | HAND POSITION "DASHED").                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| SITE OF AB<br>M3                          | SUVE) | M4 | C1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | POSITION OF MILNOR DRYER ROLLER TO SHOW PROPER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| ITE OF ABC                                | DVE)  |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | INTERFACE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                           |       |    | *A1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                           |       |    | ITEM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | LEGEND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                           |       |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | NOTES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                           |       |    | 21 DIN                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | IENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                           |       |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | IENSIONAL DRAWING<br>YER RAIL SUPPORT SHOWN IS AVAILABLE ON 58040, 58058 & 58080 DRYERS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                           |       | _  | DR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | YER RAIL SUPPORTS NOT AVAILABLE FOR THE 6458 DRYER.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                           |       |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | E BDCL40MSBB FOR OPTIONS AND BED CONFIGURATIONS.<br>ESE SHUTTLES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                           |       |    | REI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | ESE SHUTTLES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.<br>FER TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS BDCL40MSBB AND<br>S DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                           |       |    | 17 DIM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | IENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                           |       |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | TIRE RAIL LENGTH.<br>SLIDE WILL ACCOMMODATE THE MODELS MENTIONED IN TABLE PROVIDING THE LOAD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                           |       |    | DO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ES NOT EXCEED THE CAPACITY OF APPROPRIATE MILNOR DRYER.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                           |       |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | MPRESSED AIR IS NEEDED ON ALL SHUTTLES THAT EXTEND/STIK, 1/2 [13] NPT.<br>E BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                           |       |    | 13 DIM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                           |       |    | RAI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | E BDLTRCLRAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF L OR WALL.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                           |       |    | 11 EM<br>SH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | ERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br>UTILE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br>CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE RAIL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                           |       |    | THE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE RAIL<br>MBER OPPOSITE THE CONTROLS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                           |       |    | 10 TH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                           |       |    | THO<br>SP                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | SE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY BE<br>ECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                           |       |    | 9 TH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | E SHUTTLE NAME CONFIGURATION IS AS FOLLOWS:<br>CL = MICROPROCESSOR/TRANSLATE/ELEVATES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                           |       |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 40 = BELT WIDTH IN INCHES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                           |       |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | M = 2 LENGTH OF BED (08=8'-6", 10=10'-6")<br>M = EXTENDS TO LOAD 30", STIKS TO DISCHARGE 8" $S = SINGLE BED$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                           |       |    | *8 TH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                           |       |    | PU<br>LO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br>ACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN. COMPONENT<br>SATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ANE THOSE EFFECTED BY<br>CHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                           |       |    | 101                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | R YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                           |       |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ORMATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                           |       |    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                           |       |    | 7 AFT<br>AD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | TER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING JUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                           |       |    | 7 AFT<br>AD.<br>6 AS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                           |       |    | 7 AFT<br>AD.<br>6 AS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | JUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>SCTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                           |       |    | 7 AFT<br>AD.<br>6 AS<br>ELE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | JUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CITRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNCROUNDED (INSULATED) WALL<br>42 [1067] IF OBJECT IS A GNOUNDED WALL (IN: BARE CONCRETE, BRICK, ETC.)<br>48 [1219] IF OBJECT IS ANY LIVE FART.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                           |       |    | 7 AFT<br>AD.<br>6 AS<br>ELE<br>CH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | UJSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CICRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL<br>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)<br>48 [1219] IF OBJECT IS ANY LIVE PART.<br>CKL LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|                                           |       |    | 7 AFT<br>AD.<br>6 AS ELE<br>CH<br>5 CUD<br>DIS<br>MA<br>EQ<br>4 BAX<br>DIM<br>FLC<br>BAX<br>A 1<br>3 US<br>2 NU<br>1 ALL<br>TOI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | UJSTMENT OF BELT ROLLERS AND SUGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CICRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>48 [1219] IF OBJECT IS ANY LIVE PART.<br>CEX LOCAL LECTRIC CODES FOR FURTHER RESTRICTIONS.<br>STOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>CONNECT (SATETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>CONNECT (SATETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DIMENT.<br>SELINE "2" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>DENSIONAL DRWINGS. THE DISTANCE BETHEEN BASELINE "2" AND THE FINISHED<br>DOR MMY VARY (WITH CHANGES IN FLOOR HEIGHT) SREQUIRING GROUT ARE SET ON<br>MINIMUM 1" [25] THICK GROUT BED.<br>E REFERENCE LINES "X", "Y", AND "2" TO LOCATE ALL SERVICE CONNECTIONS.<br>IN REFERENCE LINES "X", "Y", AND "2" TO LOCATE ALL SERVICE CONNECTIONS.<br>DIMERSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>FERANCES AND TO COCASIONAL CHANGES WITHOUT NOTET THEORIGET TURNER<br>FERENCE LINES "X", "Y", AND "2" TO LOCATE ALL SERVICE CONNECTIONS.<br>MINIMUM 1" [25] THICK GROUTE DIMENSIONS IN MILLIMETERS.<br>DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>FERENCE INTO DO COLONE DIMENSIONS IN MILLIMETERS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                           |       |    | 7 AFT<br>AD.<br>6 AS ELE<br>CH<br>5 CUD<br>DIS<br>MA<br>EQ<br>4 BAX<br>DIM<br>FLC<br>BAX<br>A 1<br>3 US<br>2 NU<br>1 ALL<br>TOI                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | UJSTMENT OF BELT ROLLERS AND SUGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CICRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>48 [1219] IF OBJECT IS ANY LIVE PART.<br>CEX LOCAL LECTRIC CODES FOR FURTHER RESTRICTIONS.<br>STOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>CONNECT (SATETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>CONNECT (SATETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DIMENT.<br>SELINE "2" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>DENSIONAL DRWINGS. THE DISTANCE BETHEEN BASELINE "2" AND THE FINISHED<br>DOR MMY VARY (WITH CHANGES IN FLOOR HEIGHT) SREQUIRING GROUT ARE SET ON<br>MINIMUM 1" [25] THICK GROUT BED.<br>E REFERENCE LINES "X", "Y", AND "2" TO LOCATE ALL SERVICE CONNECTIONS.<br>IN REFERENCE LINES "X", "Y", AND "2" TO LOCATE ALL SERVICE CONNECTIONS.<br>DIMERSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>FERANCES AND TO COCASIONAL CHANGES WITHOUT NOTET THEORIGET TURNER<br>FERENCE LINES "X", "Y", AND "2" TO LOCATE ALL SERVICE CONNECTIONS.<br>MINIMUM 1" [25] THICK GROUTE DIMENSIONS IN MILLIMETERS.<br>DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>FERENCE INTO DO COLONE DIMENSIONS IN MILLIMETERS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                           |       |    | 7 AFT<br>AD.<br>6 AS<br>ELE<br>DIS<br>MAX<br>EQ<br>4 BAX<br>FLC<br>BAX<br>FLC<br>BAX<br>1 ALL<br>TOL<br>ANI<br>UN<br>WAX                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | UJSTMENT OF BELT ROLLERS AND SUGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CICRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS<br>36 [914] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>48 [1219] IF OBJECT IS ANY LIVE FART.<br>ECK LOCAL LECTRIC CODES FOR FURTHER RESTRICTIONS.<br>STOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>CONNECT (SAFTY) SWITCHES WITH LAG YMPE FUSES FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DEMENT.<br>SELINE "2" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>DEMENT.<br>SELINE "2" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>DEMENT.<br>SELINE "2" IS THE SAME FOR ALL OWNORNENTS REQUIRING GROUT ARE SET ON<br>MINIMUM 1" [25] THICK GROUT BED.<br>E REFERENCE LINES "X", "Y", AND "2" TO LOCATE ALL SERVICE CONNECTIONS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                           |       |    | 7 AFT<br>AD.<br>6 AS<br>ELE<br>5 CU<br>DIS<br>MA<br>EQ<br>4 BAS<br>A 1<br>3 USI<br>2 NU<br>1 ALL<br>TOI<br>ANI<br>MA<br>MO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | UJUSTMENT OF BELT ROLLERS AND SUGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CICRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>136 [914] IF OBJECT IS AN UNROUNDED (INSULATED) WALL<br>42 [1067] IF OBJECT IS AN UNROUNDED (INSULATED) WALL<br>43 [1219] IF OBJECT IS ANY LIVE PART.<br>ECK LOCAL LECTRIC CODES FOR FURTHER RESTRICTIONS.<br>STOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>CONVECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>ONINECT ASHETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DHINE. J SELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>ENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASCHIE Z" AND THE FINISHED<br>DOR MAY VAR' (WITH CHANCES IN FLOOR HEIGHT) AS REQUIRED TO INSUME THAT<br>SELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>MINIMUM 1' [25] THICK GROUT BED.<br>E REFERENCE LINES "X", "Y, AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.<br>MEERS IN BRACKETS]] DENOTE DIMENSIONS IN MILLIMETERS.<br>DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>LESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN THE FEET FROM<br>CHNE. FACTORY MUST BE CONSULTED FOR DOMENTIS, FLO DO TOUSE THROUGH REDESIGN<br>JOR RELOCATION OF COMPOLENTS, ECL ON OT USE FOR CONSTRUCTION<br>LESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN THE FEET FROM<br>CHNE. FACTORY MUST BE CONSULTED FOR DUBLISIONS IF MACHINE IS TO BE<br>VED THROUGH NARROW OR LOW CORDULES OR OPENINGS.                                 |
|                                           |       |    | 7 AFT<br>AD.<br>6 AS<br>ELE<br>5 CU<br>MAX<br>EQ<br>4 DIS<br>MAX<br>FLC<br>BAX<br>A 1<br>3 USI<br>2 NU<br>1 ALL<br>TOI<br>ANI<br>UN<br>MAX<br>MOST F<br>OWNER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | UJUSTMENT OF BELT ROLLERS AND SUGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CICRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>136 [914] IF OBJECT IS AN UNROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS AN UNROUNDED (INSULATED) WALL.<br>43 [1219] IF OBJECT IS ANY LIVE PART.<br>EXEK LOCAL LECTRIC CODES FOR FURTHER RESTRICTIONS.<br>STOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>CONVECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>ONIVED (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DHINE. JS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>LENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASLINE "Z" AND THE FINISHED<br>DOR MAY VAR" (WITH CHANCES IN FLOOR HEIGHT) AS REQUIRED TO INSUME THAT<br>SELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>MINMUM 1" (125) THICK GROUT BED.<br>D MEENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>LERAECES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>D/OR RELOCATION OF COMPONENTS, ET, OD NOT UNE FROM CONTROL<br>LESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN THE FEET FROM<br>CHINE. FACTORY MUST BE CONSULTED FOR DUBUSIONS IF MACHINE IS TO BE<br>VED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.<br>METTION AND FOR OPENITS, ET, OD NUES INSOMS IF MACHINE IS TO BE<br>VED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.<br>METTION AND FOR OWNED TO MUSTIONES IF MACHINE IS TO BE<br>VED THROUGH NARROW OR LOW CORRIDORS OR OPENING                      |
|                                           |       |    | 7 AFT<br>AD.<br>6 AS:<br>ELE<br>5 CU<br>DIS<br>MAX<br>EQ<br>4 BAX<br>DIM<br>FLC<br>BAX<br>A 1<br>3 USI<br>2 NU<br>1 ALL<br>1 TOI<br>ANIN<br>MOST F<br>OWNER,<br>ACCORT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | UJUSTMENT OF BELT ROLLERS AND SUGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CICRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>42 [1057] IF OBJECT IS AN UNKROUNDED (MISULATED) WALL.<br>43 [1219] IF OBJECT IS ANY LIVE FART.<br>CEX LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.<br>STOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>CONNECT (SATETY) SWITCHES WITH LAG TWPE FUSES FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DIMEMIN.<br>SELINE "2" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>ENSIONAL DRAWMINS. THE DISTANCE BETWEEN BASELINE."2" AND THE FINISHED<br>DOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRING GROUT ARE SET ON<br>MINIMUM 1" [25] THICK GROUT BED.<br>E REFERENCE LINES "X", "Y", AND "2" TO LOCATE ALL SERVICE CONNECTIONS.<br>WEEKS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.<br>DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>LESC RETIFIED, AND IN NO EVENT PRE-THE CLOSE FOR CONSTRUCTION<br>LESC SCRTIFIED, AND IN COMPONENTS R MICHOUNT ONCE THAN TYE FETER FROM<br>CHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>VED THROUGH NARROW OR LOW CORRIDORS OR O PENINGS.<br><b>ATTENTION</b><br>EEQULATORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>VED THROUGH NARROW OR HUST REFORMINGS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                           |       |    | 7 AFI<br>AD<br>6 AS<br>ELE<br>CH<br>5 CUL<br>DISS<br>MAA<br>EQU<br>1 ALL<br>1 TOI<br>1 ALL<br>1 TOI<br>1 ALL<br>MOST F<br>CUMNER,<br>ACCORR<br>MOST F<br>CUMNER,<br>ACCORR<br>MAC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | UJUSTMENT OF BELT ROLLERS AND SUGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CICRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS AN UNROUNDED (INSULATED) WALL.<br>43 [1219] IF OBJECT IS ANY LIVE PART.<br>EXEK LOCAL LECTRIC CODES FOR FURTHER RESTRICTIONS.<br>STOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>CONVECT (SATETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>CONVECT (SATETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CONNEX (SATE) STOMES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT<br>SELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>ENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASCHINE Z'AND THE FINISHED<br>DIMENSIONS SOURCE IN CONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>MIMMUM 1' [25] THCK GROUT BED.<br>E REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.<br>MEERSI IN BRACKETS ]] DENOTE DIMENSIONS IN MILLIMETERS.<br>DIMENSIONS SHOWN ARE APPROVINATE. SUBJECT TO NORMAL MANUFACTURING<br>LESS CORTING TO OCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESION<br>5/OR RECORTING TO OCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESION<br>5/OR RECORTING TO COASIONAL CHANGES WITHOUT NOTICE THROUGH REDESION<br>5/OR RECORTING TO OCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESION<br>5/OR RECORTING TO OCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESION<br>5/OR RECORTING TO OCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESION<br>5/OR RECORDER ON TO OCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESION<br>5/OR RECORDING ON ONE PART ECONDEL MONDANT.<br>2/OR RETTRUETIONS A                      |
|                                           |       |    | 7 AFI<br>AD<br>6 AS<br>ELE<br>CH<br>5 CUL<br>DISS<br>MAA<br>EQU<br>1 ALL<br>1 TOI<br>1 ALL<br>1 TOI<br>1 ALL<br>MOST F<br>CUMNER,<br>ACCORR<br>MOST F<br>CUMNER,<br>ACCORR<br>MAC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | UJSTMENT OF BELT ROLLERS AND SUGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CICRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>42 [1057] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>48 [1219] IF OBJECT IS ANY LIVE PART.<br>EXEK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.<br>STOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>CONNECT (SATETY) SWITCHES WITH LAG TWPE FUSES FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DIMENT.<br>SELINE "2" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>HESIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE."2" AND THE FINISHED<br>DOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRING GROUT ARE STON<br>MINIMUM 1" [25] THICK GROUT BED.<br>E REFERENCE LINES "X", "Y", AND "2" TO LOCATE ALL SERVICE CONNECTIONS.<br>WEEKS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.<br>DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>LESC RETIFIED, AND IN NO EVENT PRE-THE CLOSE FUN FUN FET FROM<br>CHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>VED THROUGH NAREW APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>LESC RETIFIED, AND IN NO EVENT PRE-THERE CONNECT THAN FUN FETEF FROM<br>CHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>VED THROUGH NAREW APPROXIMATE, AND THE USA) HOLD THE<br>CUSTER THANFELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.<br>JUSHY THE VUST REFORMENCE ALL THE REFORMES.                                                                                                                                                                                                                                                                                                                                                                                                                           |
| z                                         |       |    | 7 AFI<br>ADD<br>6 ASS<br>ELE<br>CH<br>5 CU<br>DISI<br>MAN<br>EQ<br>H<br>BAS<br>MAN<br>FLIM<br>N<br>S<br>COM<br>N<br>C<br>MAN<br>F<br>I<br>MAN<br>F<br>I<br>MAN<br>F<br>I<br>MAN<br>F<br>I<br>MAN<br>F<br>I<br>MAN<br>F<br>I<br>F<br>I<br>MAN<br>F<br>I<br>MAN<br>F<br>I<br>F<br>I<br>MAN<br>F<br>I<br>F<br>I<br>MAN<br>F<br>I<br>F<br>I<br>MAN<br>F<br>I<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>MAN<br>F<br>I<br>S<br>C<br>S<br>C<br>C<br>MAN<br>F<br>I<br>S<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>C<br>S<br>C<br>S<br>C<br>S<br>C<br>S<br>C<br>S<br>C<br>S<br>S<br>C<br>S<br>S<br>C<br>S<br>S<br>C<br>S<br>S<br>C<br>S<br>S<br>C<br>S<br>S<br>C<br>S<br>S<br>C<br>S<br>S<br>C<br>S<br>S<br>C<br>S<br>S<br>C<br>S<br>S<br>C<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S<br>S | UJUSTMENT OF BELT ROLLERS AND SUGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CICRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.<br>42 [107] IF OBJECT IS ANY LIVE PART.<br>CONVECT (SATELETRIC CODES FOR FURTHER RESTRICTIONS.<br>STOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>CONVECT (SATERY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DIMENT.<br>SELINE "Z" IS THE DISTANCE BETWEEN BASELINE "Z AND THE FINISHED<br>DIMENT.<br>DIMENSIONS SOURTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>MIMMUM 11 "23] THCK GROUT BED.<br>E REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.<br>MEERS IN BRACKETS ]] DENOTE DIMENSIONS IN MILLIMETERS.<br>DIMENSIONS SHOWN ARE APPROVINATE. SUBJECT TO NORMAL MANUFACTURING<br>ESS CERTIFICS, AND IN OCEVENT PRE-LOCATE THAN FIVE EFET FROM<br>CHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>VED THROUCH NARROW OR LOW CORRIDORS OR OPENINGS.<br><b>ATTENTION</b><br>ATTENTION<br>ACTENTION<br>LASSELT MANTIAN A SAFE HAN FIVE EFET FROM<br>CHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>TO HAROUCH NARROW OR LOW CORRIDORS OR OPENINGS.<br><b>ATTENTION</b><br>LOW CRAFTLY RESPONDED. TO MAINTAIN A SAFE HAN FIVE EFET FROM<br>TOT WITH THE INSTALLATION, AND POVIDE ALL PRESSIONEL WHO MAK COME<br>TACT WITH THE |
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| RENCE<br>ISIONS<br>OP OF                  |       |    | 7 AFI<br>ADD<br>6 ASS<br>ELE<br>5 CU<br>DISI<br>MAN<br>EQI<br>4 BAX<br>A 1<br>1<br>ALL<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | UJUSTMENT OF BELT ROLLERS AND SUGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CICRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNROUNDED (INSULATED) WALL<br>42 [1067] IF OBJECT IS AN UNROUNDED (INSULATED) WALL<br>42 [107] IF OBJECT IS AN UNROUNDED (INSULATED) WALL<br>43 [1219] IF OBJECT IS ANY LIVE PART.<br>EXEK LOCAL LECTRIC CODES FOR FURTHER RESTRICTIONS.<br>STOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>CONNECT (SATETY) SWITCHES WITH LAC TYPE FUSES FROM POWER SUBJRE TO<br>CHINE A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SUBJRE TO<br>CHINE A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SUBJRE TO<br>CHINE A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SUBJRE TO<br>CHINE A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SUBJRE TO<br>CHINE A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SUBJRE TO<br>CHINE A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SUBJRE TO<br>DIFMENT.<br>SELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>LENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASCLINE "Z" AND THE FINISHED<br>DOR MAY YAR" (WITH CHANCES IN FLOOR HEICHT) AS REQUIRED TO INSURE THAT<br>SELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>MINIMUM 1' [125] THICK GROUT BED.<br>ERFERENCE LINES "X", "Y', AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.<br>MBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.<br>DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>ERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>JOR CHINC, FACTORY MUST BE CONSULTE FOR CONSTRUCTION<br>LESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FVE FEET FROM<br>CHINE, FACTORY MUST BE CONSULTED FOR DOMENNES.<br>METERS IN BRACKETS, ENCOULDED TO ALL PRESONNEL WHO MAY COME<br>TACT WITH THE INSTALLATION, AND PROVIDE ALL PRESERABLE SAFETY HAZAROS, H<br>SAFETY INSTRUCTIONS AND GUIDANCET OL ALL PRESONNEL WHO MAY COME<br>TACT WITH THE INSTALLATION, AND PROVIDE ALL PRESERABLE SAFETY HAZAROS,<br>H SAFETY INSTRUCTIONS AND GUIDANCET OL ALL P                    |
| - Z<br>RENCE<br>ISIONS<br>OP OF<br>5 & 4. |       |    | 7 AFI<br>ADD<br>6 ASS<br>ELE<br>5 CU<br>DISI<br>MAN<br>EQI<br>4 BAX<br>A 1<br>1<br>ALL<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | UJUSTMENT OF BELT ROLLERS AND SUGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CITCLE CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>42 [1057] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>42 [1057] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>43 [1219] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>45 [1057] IF OBJECT IS ANY LIVE PART.<br>EXEL LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.<br>STOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>CONNECT (SATETY) SWITCHES WITH LAG TWPE FUSES FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DIMEMIN.<br>SELINE "2" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>HESIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE. "2" AND THE FINISHED<br>DOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRING GROUT ARE SET ON<br>MINIMUM 1" [25] THICK GROUT BED.<br>E REFERENCE LINES "X". "Y", AND "2" TO LOCATE ALL SERVICE CONNECTIONS.<br>MEERS IN BRACKETS ]] DENOTE DIMENSIONS IN MILLIMETERS.<br>DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>EXANCES, AND TO COCASIONAL CHANGES WITHOUT NOTECT THROUGH REDESION<br>JOR REQUATION OF COMPONENTS, SUBJECT TO NORMAL MANUFACTURING<br>EXERNECTS. AND TO COCASIONAL CHANGES WITHOUT NOTECT THAN TWE FETER FROM<br>CHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>VED THROUGH ANARY ON EVENT PRE-THE LOSS HANDLY THE REDESING<br>CHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>EVED THROUGH ANARY ON EVENT RECORDINGS AN PORTING.<br>EXECULATORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>EVED THROUGH ANARY OWERT COCONSE AND HINTED.<br>SUBJECTIVE HANDRES, SET, C., NOT FURNISHED BY THE EQUIPMENT.<br>JUNGLY, THE OWDRER/USER MUST RECORDINGS.<br>EXECULATORY AUTHORIES                   |
| RENCE<br>ISIONS<br>OP OF                  |       |    | 7 AFI<br>ADD<br>6 ASS<br>ELE<br>5 CU<br>DISI<br>MAN<br>EQI<br>4 BAX<br>A 1<br>1<br>ALL<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | UJUSTMENT OF BELT ROLLERS AND SUGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CICRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>42 [1057] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>42 [1057] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>43 [1219] IF OBJECT IS ANY LIVE FART.<br>EXCLOLAL LECTRIC CODES FOR FURTHER RESTRICTIONS.<br>STOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>CONNECT (SATETY) SWITCHES WITH LAG TWPE FUSES FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DIMEMST.<br>SELINE "2" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>INFESIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "2" AND THE FINISHED<br>DOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRING GROUT ARE SET ON<br>MINIMUM 1" [25] THICK GROUT BED.<br>E REFERENCE LINES "X", "Y", AND "2" TO LOCATE ALL SERVICE CONNECTIONS.<br>MEERS IN BRAKERTS ]] DENOTE DIMENSIONS IN MILLIMETERS.<br>DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>LESS CERTIFICS, AND IN O EVENT PRE-THAP ELCOSET THAN FIVE FEET FROM<br>CHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>VED THROUGH NARROW OR LOW CORRIDORS OR OPENNES.<br>EXECULATORY AUTHORTIES (INCLUDING OSHA IN THE USA) HOLD THE<br>VUSER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.<br>INGLY, THE OWNER/USER MUST RECOGNIZE ALL PORSENABL SAFETY HAZARDS,<br>H ASHEY INSTRUCTIONS AND GUIDANCE TO ALL PERSONAL COME<br>FOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>STATEMENT HER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>STATEMENT HER RESTRAINTS, DEVELONES, ETC. NOT FURNISHED WITH MAL COME<br>FOR USE BY A COMPETENT SOLL AND/OR STRUCTURAL WAR MAINCOME<br>FOR USE ON A COMPETENT AND AND FORVERS.<br>ELLADORY AUTHORIES, THE                  |
| RENCE<br>ISIONS<br>OP OF                  |       |    | 7 AFI<br>ADD<br>6 ASS<br>ELE<br>5 CU<br>DISI<br>MAN<br>EQI<br>4 BAX<br>A 1<br>1<br>ALL<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | UISTMENT OF BELT ROLLERS AND SUGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CITCLE CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>42 [1057] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>42 [1057] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>43 [1219] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>44 [1219] IF OBJECT IS ANY LIVE PART.<br>CALLECTRIC CODES FOR FURTHER RESTRICTIONS.<br>STOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>CONNECT (SATETY) SWITCHES WITH LG RYPE FUSES FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>DIMEMIN.<br>SELINE "2" IS THE SAME FOR ALL MILNOR MICHINES AND IS SHOWN ON ALL<br>HESIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE. "2" AND THE FINISHED<br>DOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRING GROUT ARE SET ON<br>MINIMUM 1" [25] THICK GROUT BED.<br>E REFERENCE LINES "X", "Y", AND "2" TO LOCATE ALL SERVICE CONNECTIONS.<br>MEERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.<br>DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>ERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTECT THROUGH REDESION<br>//OR RELOCATION OF COMPONENTS IN MILLIMETERS.<br>DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>ERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTECT THAN TWE FETEF FROM<br>DUMINUM HE USE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>VED THROUGH NARROW ON EVENT PRE-THE LOSS HAN FUT EFETF FROM<br>CHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>VED THROUGH AND WUST RECORDINGS. OR OPENNES.<br><b>ATTENTION</b><br>ADD TO PREPT SOMPRENTS AND THE BULLY LOADED WORK AND ANACHINE<br>STRUCTIONS AND GUIDANCE TO ALL PERSONNE IF MACHINE IS TO BE<br>VED THROUGH ANDRY ONE AND RECORDER ALL SERVERSHIES AND THE SULTY HAZARDS,<br>, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT<br>CUTURER OR VENDOR.<br><b>ATTENTIONS</b> AND GUIDANCE TO ALL PERSONNEL MAY COME       |
| RENCE<br>ISIONS<br>OP OF                  |       |    | 7 AFI<br>ADD<br>6 ASS<br>ELE<br>5 CU<br>DISI<br>MAN<br>EQI<br>4 BAX<br>A 1<br>1<br>ALL<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX<br>BAX                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | UJUSTMENT OF BELT ROLLERS AND SUGHT LENGTHENING OF CONVEYOR.<br>OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>CICRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS<br>36 [914] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>42 [1057] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>42 [1057] IF OBJECT IS AN UNKROUNDED (INSULATED) WALL.<br>43 [1219] IF OBJECT IS ANY LIVE PART.<br>ECK LOCAL LECTRIC CODES FOR FURTHER RESTRICTIONS.<br>STOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>CONNECT (SAFTY) SWITCHES WITH LAG TWPE FUSES FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM POWER SOURCE TO<br>CHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED TO INSURE THAT<br>SELINE "2" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>INFESIONAL DRAWNOS. THE DISTANCE BETWEEN BASELINE "2" AND THE FINISHED<br>DOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRING GROUT ARE SET ON<br>MINIMUM 1" [25] THICK GROUT BELD.<br>E REFERENCE LINES "X", "Y", AND "2" TO LOCATE ALL SERVICE CONNECTIONS.<br>MEERS IN BRACKETS ]] DENOTE DIMENSIONS IN MILLIMETERS.<br>DIMENSIONS SHOWN ARE APPROVIMATE. SUBJECT TO NORMAL MANUFACTURING<br>LESS CERTIFIC, AND IN O CONSIDUED FOR DIMENSIONS IF MACHINE IS TO BE<br>VED THROUGH NARROW OR LEVEL TOR DIMENSIONS IF MACHINE IS TO BE<br>VED THROUGH NARROW OR LEVEL TOR DIMENSIONS. IF MACHINE IS TO BE<br>VED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.<br><b>ATTENTION</b><br>LOW CORNIDORS ON ALL PROSONALE WHO MAX COME<br>TAGT WITH THE INSTALLATION, AND PROVIDE ALL PROSONALE WHO MAX COME<br>TAGT WITH THE RISTAND. THE FUEL SOAN DATION FOR NUTUREL WORKING ENVIRONMENT.<br>INGLY, THE OWNER/USER MUST RECOGNIZE ALL PROSONALE WHO MAX COME<br>TAGT WITH THE RISTAND. THE FUELY LOVADE               |





|    | DIMENSIC           |              | R4 OUTRIGGER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                      |           |
|----|--------------------|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
|    | 7272 DF<br>LOAD HI |              | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                         |           |
|    | INCHES             | mm           | R3 FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                        |           |
| I. | 57 1/2             | 1460         | PRICED SEPARATELY. SEE PRICE LIST.<br>R2 BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY                                                                                                                                                                | DE        |
|    | 61<br>68           | 1549         | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                         | JL        |
|    | 68<br>71 1/2       | 1727<br>1816 | R1 UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                          |           |
|    | 75                 | 1905         | PRICED SEPARATELY. SEE PRICE LIST.<br>N3 MOUNTING BRACKET FOR STOP SWITCH                                                                                                                                                                                  |           |
|    | 78 1/2             | 1994         | N2 SAFETY KICK PLATE, SPRING LOADED.                                                                                                                                                                                                                       | _         |
|    | 82<br>89           | 2083<br>2261 | N1 FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY                                                                                                                                                                                                        |           |
| 5  | 96                 | 2438         | MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST                                                                                                                                                                                                        | Γ         |
| ;  | 103                | 2616         | FOR NUMBER OF CARS.<br>M5 BELT MOTOR, UNDERDRIVE.                                                                                                                                                                                                          |           |
| •  | 110                | 2794         | *M4 BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAN                                                                                                                                                                                                      | D         |
|    | 117<br>124         | 2972<br>3150 | LOCATION.                                                                                                                                                                                                                                                  |           |
|    | 131                | 3327         | *M3 BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND<br>LOCATION.                                                                                                                                                                                            |           |
|    | 138                | 3505         | *M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND                                                                                                                                                                                                        | _         |
| )  | 145                | 3683         | LOCATION.                                                                                                                                                                                                                                                  |           |
| ΛA | CHINE MO           |              | M1 HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.                                                                                                                                                                                                          |           |
|    | DIMENSI            | ОМ "М"       | E3 EMERGENCY STOP BUTTON. SEE NOTE 11.<br>*E2 LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LE                                                                                                                                                           | FT        |
| _  | INCHES             | mm           | HAND POSITION "DASHED").                                                                                                                                                                                                                                   |           |
|    | 26 1/4             | 667          | *E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LI                                                                                                                                                                                                    | EFT       |
|    | 26 1/4             | 667          | HAND POSITION "DASHED").<br>C1 POSITION OF MILNOR DRYER ROLLER TO SHOW PROPER                                                                                                                                                                              | _         |
|    | 25                 | 635          | INTERFACE.                                                                                                                                                                                                                                                 | _         |
|    | 32 1/2             | 826          | A1 AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES                                                                                                                                                                                                              |           |
|    | 33 1/2             | 851          | ITEM LEGEND                                                                                                                                                                                                                                                |           |
|    |                    |              | NOTES                                                                                                                                                                                                                                                      |           |
|    |                    |              | DIMENSIONAL DRAWING                                                                                                                                                                                                                                        |           |
|    |                    |              | 19 SEE BDCL14MSBB FOR OPTIONS AND BED CONFIGURATIONS.<br>18 THESE SHUTTLES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.                                                                                                                         | _         |
|    |                    |              | REFER TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS BDCL14MSBB AN<br>THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.                                                                                                                                | ٩D        |
|    |                    |              | 17 DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE ENTIRE RAIL LENGTH.                                                                                                                                                              |           |
|    |                    |              | 16 COSLIDE WILL ACCOMMODATE THE MODELS MENTIONED IN TABLE PROVIDING THE DOES NOT EXCEED THE CAPACITY OF APPROPRIATE MILNOR DRYER.                                                                                                                          | LOAD      |
|    |                    |              | 15 COMPRESSED AIR IS NEEDED ON ALL SHUTTLES THAT EXTEND/STIK, 1/2 [13] NE                                                                                                                                                                                  | PT.       |
|    |                    |              | 14         SEE         BDLTRAILAE         FOR         DIMENSIONS         OF         RAILS         AND         SUPPORTS.           13         DIMENSION         VARIES         WITH         HEIGHT         OF         EXTENDERS         WHEN         ADDED. | _         |
|    |                    |              | 12 SEE BOLTRCLRAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br>RAIL OR WALL.                                                                                                                                                                  | F         |
|    |                    |              | 11 EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF                                                                                                               |           |
|    |                    |              | THE CONTROL BOX. THE SECOND EMERGENCY STOP IS INSTALLED INTO THE DOOR OF<br>THE CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE R.<br>MEMBER OPPOSITE THE CONTROLS.                                                                          | AIL       |
|    |                    |              | 10 THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND                                                                                                                                                                                     | pr        |
|    |                    |              | THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY<br>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTO                                                                                                          | RY.       |
|    |                    |              | 9 THE SHUTTLE NAME CONFIGURATION IS AS FOLLOWS:<br>CL = MICROPROCESSOR/TRANSLATE/ELEVATES<br>40 = DET WIDTLE IN INCLESS                                                                                                                                    |           |
|    |                    |              | $\begin{array}{rcl} 40 &= \mbox{ BELT WIDTH IN INCHES} \\ 14 &= \mbox{ LENGTH OF BED (14 = 14'-6")} \\ M &= \mbox{ LEXENDS TO LOAD 30", STIKS TO DISCHARGE 8"} \end{array}$                                                                                |           |
|    |                    |              | S = SINGLE BED                                                                                                                                                                                                                                             | INT       |
|    |                    |              | *8 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONE<br>PLACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN. COMPONENT<br>LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY                                   | LIN I     |
|    |                    |              | LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY<br>MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS<br>FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL                                       |           |
|    |                    |              | INFORMATION.                                                                                                                                                                                                                                               |           |
|    |                    |              | ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.                                                                                                                                                                                             | NO        |
|    |                    |              | 6 AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:                                                                                                                               |           |
|    |                    |              | 36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ET                                                                                                                              | c.)       |
|    |                    |              | 48 [1219] IF OBJECT IS ANY LIVE PART.<br>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                                              |           |
|    |                    |              | 5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT                                                                                                                                                                                               | b         |
|    |                    |              | DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br>EQUIPMENT.                                                                                                | C         |
|    |                    |              | 4 BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>DIMENSIONAL DRAWINGS THE DISTANCE RETWEEN RASELINE "Z" AND THE FINISHE                                                                                                           | D         |
|    |                    |              | FLOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE TI<br>BASELINE Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET<br>A MINIMUM 11 [25] THICK GROUT BED.                                                                       | HAT       |
|    |                    |              | A MINIMUM 1" [25] THICK GROUT BED.<br>3 USE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS                                                                                                                                            |           |
|    |                    |              | 2 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.                                                                                                                                                                                                 |           |
|    |                    |              | <ol> <li>ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br/>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESION<br/>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION</li> </ol>                  | 1         |
|    |                    |              | AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSIDERTION<br>UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>MACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE                                        |           |
|    |                    |              | MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                                                         |           |
|    |                    |              | ATTENTION<br>MOST REGULATORY AUTHORITIES (INCLUDING OSHA IN THE USA) HOLD THE<br>OWNER/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.                                                                                                 |           |
|    |                    |              |                                                                                                                                                                                                                                                            | os,       |
|    | Z                  |              | FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME<br>IN CONTACT WITH THE INSTALLATION AND PROVIDE ALL NECESSARY ADDITIONAL SAFET<br>GUARDS, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE COURMENT                          | γ         |
|    |                    |              | MANUFACTURER OR VENDOR.                                                                                                                                                                                                                                    |           |
| CI | E                  |              | ATTENTION<br>THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>STRENGTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT                                                                                                       |           |
| N: | _/                 |              | STRENGTH (AND RIGDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT<br>FREQUENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHII<br>INCLUDING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FOR                                | NE<br>CES |
| 0  |                    |              | GENERATED DURING ITS OPERATION. WRITE THE FACTORY FOR ADDITIONAL MACHIN<br>DATA FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.                                                                                                                    | IE        |
|    |                    |              |                                                                                                                                                                                                                                                            |           |
|    |                    |              | CL4014MS                                                                                                                                                                                                                                                   |           |
|    |                    |              | DM 0 0.5M 1M BDCL14MSBE                                                                                                                                                                                                                                    |           |
|    |                    |              | INCHES 0 12 24 36 2006255D                                                                                                                                                                                                                                 |           |
|    |                    |              | PELLERIN MILNOR CORPORATIO                                                                                                                                                                                                                                 | N]        |
|    |                    |              | P.O. Box 400 Kenner, LA 70063, USA, Phone 504/467-9591,<br>FAX 504/469-1849, Telex ITT 460124/PELM UI, Cable PELMILNOR                                                                                                                                     | Γ         |
|    |                    |              |                                                                                                                                                                                                                                                            |           |



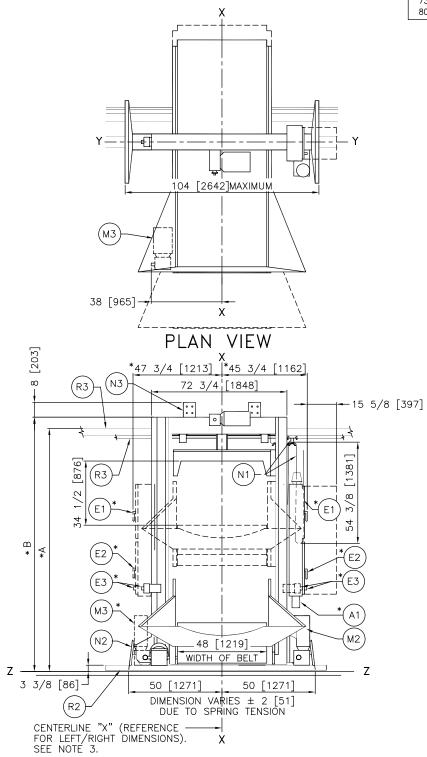
| NOTES !!                    |          |
|-----------------------------|----------|
| THIS DRAWING                |          |
| UTILIZES                    |          |
| "THIRD ANGLE<br>PROJECTION" | RIGHT    |
| RULES AS                    |          |
| SHOWN.                      | FRONT-XV |
|                             |          |
| LEFT                        |          |
|                             |          |

| DIMENSIONS THA              | T VARY W | 'ITH MA | CHINE MO | DDEL   |
|-----------------------------|----------|---------|----------|--------|
| TILTING WASHER<br>EXTRACTOR | DIMENSI  | ON "L"  | DIMENSI  | ON "M" |
| MODEL NUMBER                | INCHES   | mm      | INCHES   | mm     |
| 48032 BTL, BTN              | 10 1/4   | 260     | 26 1/4   | 667    |
| 48036 QTL, QTN              | 10 1/4   | 260     | 26 1/4   | 667    |
| 52038 WTL, WTN              | 6 1/2    | 165     | 25       | 635    |

| USE THIS<br>SIDE RAIL<br>EXTENDERS | 5    |         | SHUTTLE DIMENSIONS |          |       |          |       |  |  |  |  |  |
|------------------------------------|------|---------|--------------------|----------|-------|----------|-------|--|--|--|--|--|
| EMENDEN                            |      | DIMENSI | ON "A"             | DIMENSIC | N "B" | DIMENSIC | N "C" |  |  |  |  |  |
| INCHES                             | mm   | INCHES  | mm                 | INCHES   | mm    | INCHES   | mm    |  |  |  |  |  |
| 0                                  | 0    | 109 1/2 | 2781               | 115 1/2  | 2934  | 65       | 1651  |  |  |  |  |  |
| 7                                  | 178  | 116 1/2 | 2959               | 122 1/2  | 3112  | 72       | 1829  |  |  |  |  |  |
| 10 1/2                             | 267  | 120     | 3048               | 126      | 3200  | 75 1/2   | 1918  |  |  |  |  |  |
| 17 1/2                             | 356  | 127     | 3226               | 133      | 3378  | 85 1/2   | 2096  |  |  |  |  |  |
| 21                                 | 533  | 130 1/2 | 3315               | 136 1/2  | 3467  | 86       | 2184  |  |  |  |  |  |
| 24 1/2                             | 622  | 134     | 3404               | 140      | 3556  | 89 1/2   | 2273  |  |  |  |  |  |
| 28                                 | 711  | 137 1/2 | 3493               | 143 1/2  | 3645  | 93       | 2362  |  |  |  |  |  |
| 31 1/2                             | 800  | 141     | 3581               | 147      | 3734  | 96 1/2   | 2451  |  |  |  |  |  |
| 38 1/2                             | 978  | 148     | 3759               | 154      | 3912  | 103 1/2  | 2629  |  |  |  |  |  |
| 45 1/2                             | 1156 | 155     | 3937               | 161      | 4089  | 110 1/2  | 2807  |  |  |  |  |  |
| 52 1/2                             | 1334 | 162     | 4115               | 168      | 4267  | 117 1/2  | 2985  |  |  |  |  |  |
| 59 1/2                             | 1511 | 169     | 4293               | 175      | 4445  | 124 1/2  | 3162  |  |  |  |  |  |
| 66 1/2                             | 1689 | 176     | 4470               | 182      | 4623  | 131 1/2  | 3340  |  |  |  |  |  |
| 73 1/2                             | 1867 | 183     | 4648               | 189      | 4801  | 138 1/2  | 3518  |  |  |  |  |  |
| 80 1/2                             | 2045 | 190     | 4826               | 196      | 4900  | 145 1/2  | 3696  |  |  |  |  |  |

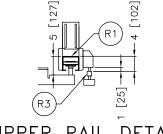
|           | DIMENSIO | ONS TH | AT VARY | WITH M | ACHINE M  | ODEL          |          |       |
|-----------|----------|--------|---------|--------|-----------|---------------|----------|-------|
| MODEL No. | DIMENSI  | ON "D" | DIMENSI | DN "E" | DIMENSIO  | √ <b>"</b> F" | DIMENSIC | N "G" |
|           | INCHES   | mm     | INCHES  | mm     | INCHES    | mm            | INCHES   | mm    |
| CL4808MS  | 102      | 2591   | 46 3/8  | 1178   | 101 1/8   | 2569          | 76 1/8   | 1934  |
| CL4810MS  | 126      | 3200   | 70 3/16 | 1783   | 124 15/16 | 3173          | 99 15/16 | 2538  |

| MOTOR, CONTROLS, AND FESTOON OPTIONS: SEE NOTE 8.                                                                                                                                                                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| BOTTOM DRIVE MOTOR "FACING PRESS" RIGHT (SOLID) M2<br>BOTTOM DRIVE MOTOR "AWAY FROM PRESS" RIGHT (OPPOSITE OF ABOVE)<br>BOTTOM DRIVE MOTOR "FACING PRESS" LEFT (DASHED) M3<br>BOTTOM DRIVE MOTOR "AWAY FROM PRESS" LEFT (OPPOSITE OF ABOVE) |
| CONTROLS RIGHT (SOLID) E1, E2<br>CONTROLS LEFT (DASHED) E1, E2                                                                                                                                                                              |
| FESTOON RIGHT (SOLID) N1<br>FESTOON LEFT (REVERSE OF ABOVE)                                                                                                                                                                                 |
| HOIST MOTOR ALWAYS IN "FACING PRESS" M1                                                                                                                                                                                                     |

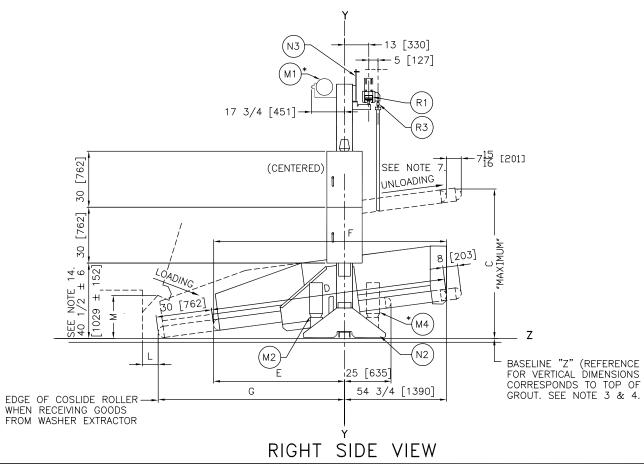


X

FRONT (LOAD 125 ) VIEW

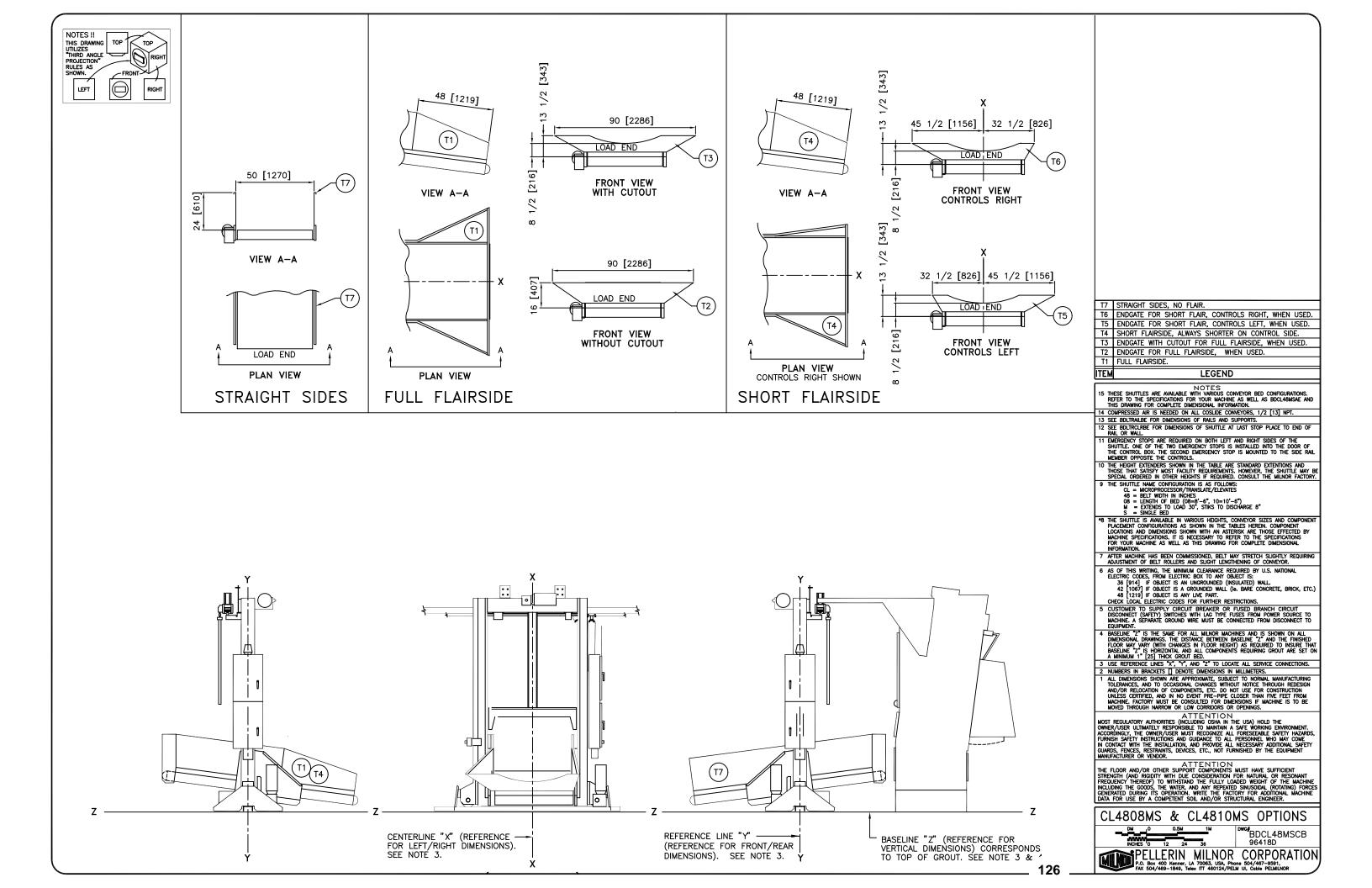


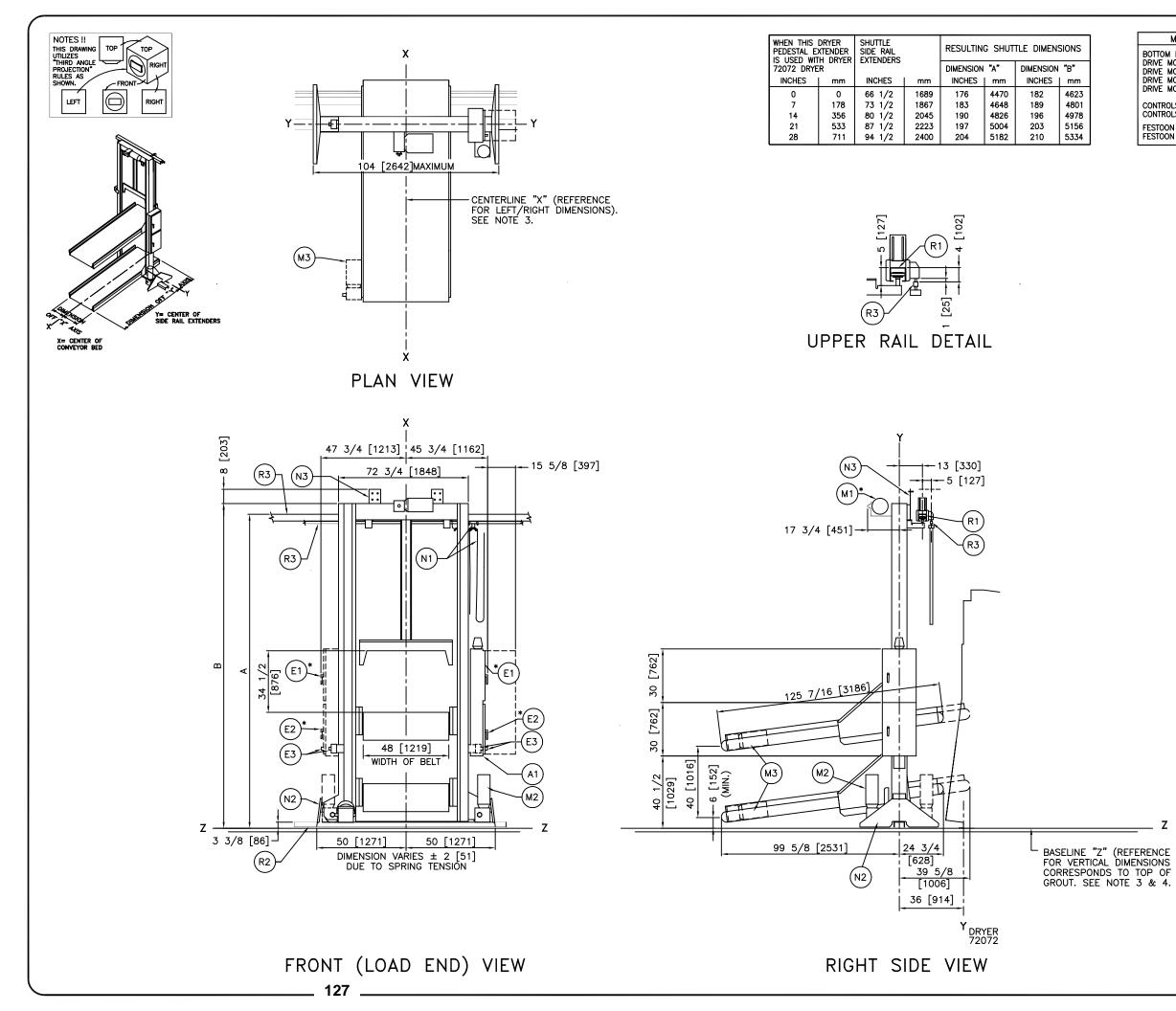
UPPER RAIL DETAIL



| M | 4 |  |
|---|---|--|
|   |   |  |
|   |   |  |
|   |   |  |
|   |   |  |
|   |   |  |

| <ul> <li>R3 FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST.</li> <li>R2 BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST.</li> <li>R1 UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST.</li> <li>R2 SAFETY KICK PLATE, SPRING LOADED.</li> <li>************************************</li></ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|
| <ul> <li>PRICED SEPARATELY. SEE PRICE LIST.</li> <li>PRICED SEPARATELY. SEE PRICE LIST.</li> <li>R2 BOTTOM DRIVE RALL RALL SUPPLIED BY MILINOR AND MAY</li> <li>BE PRICED SEPARATELY. SEE PRICE LIST.</li> <li>N1 UPPER RALL. RALL SUPPLIED BY MILINOR AND MAY BE</li> <li>PRICED SEPARATELY. SEE PRICE LIST.</li> <li>N2 SAFETY KICK PLATE, SPRING LOADED.</li> <li>*N1 FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY</li> <li>MILINOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST</li> <li>FOR NUMBER OF CARS.</li> <li>*M4 BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND</li> <li>LOCATION.</li> <li>*M3 BOTTOM DRIVE MOTOR IN "FACING PRESS" LIEFT HAND</li> <li>LOCATION.</li> <li>*M4 BOTTOM DRIVE MOTOR IN "FACING PRESS" LIEFT HAND</li> <li>LOCATION.</li> <li>*M4 BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.</li> <li>E3 EMERGENCY STOP BUTTON. SEE NOTE 11.</li> <li>*E2 LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF HAND POSITION "DASHED").</li> <li>*A1 AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES</li> <li>*A1 AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES</li> <li>THESE SHUTLES ARE AVAILABLE WITH VARIOUS CONFOR BED CONFICURATIONS.</li> <li>THESE SHUTLES ARE AVAILABLE WITH VARIOUS CONFOR BED CONFICURATIONS.</li> <li>THESE SHUTLES ARE AVAILABLE WITH VARIOUS CONFOR BED CONFICURATIONS.</li> <li>THESE SHUTLES ARE AVAILABLE WITH VARIOUS CONFOR BED CONFICURATIONS.</li> <li>THESE SHUTLES ARE AVAILABLE WITH VARIOUS CONFOR BED CONFICURATIONS.</li> <li>THESE SHUTLES ARE AVAILABLE WITH VARIOUS CONFOR BED CONFICURATIONS.</li> <li>THESE SHUTLES ARE AVAILABLE WITH VARIOUS CONFORMER DED CONFICURATIONS.</li> <li>THESE SHUTLES ARE AVAILABLE WITH VARIOUS CONFORMERS WILL AS BOLL-MAMSA AND THE STARKY.</li> <li>THE SHUTLE LA COOLONGODATE THE MODELS MENTIONED IN TABLE PROVIDING THE LOZ DOS NOT EXCEED ARE AVAILABLE WITH VARIOUS CONFORTS.</li> <li>THESE SHUTLES ARE AVAILABLE WITH VARIOUS CONFORTS.</li> <li>THESE SHUTLES ARE AVA</li></ul>                                                                                                                                                                                                                         |  |  |  |
| R2         BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY<br>BE PRICED SEPARATELY. SEE PRICE LIST.           R1         UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE<br>PRICED SEPARATELY. SEE PRICE LIST.           N2         SAFETY KICK PLATE, SPRING LOADED.           **11         FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY<br>MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST.           FOR NUMBER OF CARS.         ************************************                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |  |  |
| R1       UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE         PRICED SEPARATELY. SEE PRICE LIST.         N2       SAFETY KICK PLATE, SPRING LOADED.         **N1       FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY         MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST         FOR NUMBER OF CARS.         **M4       BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND         LOCATION.         **M3       BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND         LOCATION.         **M2       BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.         **10       BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.         E3       EMERGENCY STOP BUTTON. SEE NOTE 11.         **22       LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF         HAND POSITION "DASHED").       **1         **1       HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF         HAND POSITION "DASHED").       **1         **1       AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES         TEM       LEGEND         **1       AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES         **1       RESE SHUTTES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.         **1       FIGE OPTIONS AND BED CONFIGURATIONS.         **1       HIGH VOLTAGE CONTONS AND DED CONFIGURATIONS.         **1<                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |  |  |
| N2       SAFETY KICK PLATE, SPRING LOADED.         *N1       FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY         MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST<br>FOR NUMBER OF CARS.         *M4       BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND<br>LOCATION.         *M3       BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND<br>LOCATION.         *M2       BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.         *M2       BOTTOM DRIVE MOTOR IN "FACING PRESS" LOCATION.         *E3       EMERGENCY STOP BUTTON. SEE NOTE 11.         *E1       HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF<br>HAND POSITION "DASHED").         **11       HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF<br>HAND POSITION "DASHED").         **14       AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES         TEM       LEGEND         *19       SEE BOCL49MSAB FOR OPTIONS AND BED CONFOURATIONS.         18       THESE ROUTHES ARE AVAILABLE WITH VARIOUS COMEYOR BED CONFOURATIONS.         17       DIMENSIONS IN UPPER RAL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br>ENTITE RAIL LENGTH.         17       DIMENSIONS IN UPPER RAL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br>ENTITE RAIL LENGTH.         18       THESE FOUTHES ARE RAWANDED ON ALL COSUBE CONVEYORS, 1/2 [13] NPT.         19       SEE BOLTABLE ANT HE MODELS MENTIONED IN TABLE PROVIDING THE LO<br>DOES NOT EXCEED THE CAPACITY OF APROPRIATE MUNOR BACTORS, 1/2 [13] NPT.     <                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |  |
| <ul> <li>*N1 FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY</li> <li>MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST<br/>FOR NUMBER OF CARS.</li> <li>*M4 BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND<br/>LOCATION.</li> <li>*M3 BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND<br/>LOCATION.</li> <li>*M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND<br/>LOCATION.</li> <li>*M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND<br/>LOCATION.</li> <li>*M1 HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.</li> <li>E3 EMERGENCY STOP BUTTON. SEE NOTE 11.</li> <li>*E2 LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF<br/>HAND POSITION "DASHED").</li> <li>*E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF<br/>HAND POSITION "DASHED").</li> <li>*A1 AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES</li> <li>TEM</li> <li>LEGEND</li> <li>*A41 AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES</li> <li>TEM</li> <li>THES SHUTTES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.</li> <li>19 SEE BDCL48MSAB FOR OPTIONS AND BED CONFIGURATIONS.</li> <li>17 IDRESSIONS IN UPPER RALL BETAL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br/>ENTRE RAL LEXCTH.</li> <li>MOTES DRAWNG FOR COMPERE DIMENSIONAL INFORMATION.</li> <li>17 DIMENSION VARES WITH HEGHT OF EXTENDERS WHEN ADDED.</li> <li>18 SEE BDLTRAILE FOR DIMENSIONS OF RAILS AND SUPPORTS.</li> <li>15 OLIPPER RALL EDED ON ALL COSLIDE CONFIGURATIONS.</li> <li>16 COSLIDE WILL ACCOMMODATE THE MODELS MENTIONED IN TABLE PROVIDING THE LO<br/>DOES NOT EXCEED THE CAPACITY OF APROPRIATE WINN ADDED.</li> <li>17 SEE BDLTRCIARE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br/>THE CONTROLS.</li> <li>18 DEEDED ON ALL COSLIDE CONVEYORS.</li> <li>19 ELECTRIC FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br/>THE CONTROLS AND THE ALTER ARE STANDARD DISTALLED INTO THE DOOR OFT<br/>THE ORDER TOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br/>THE CONTROLS AND THE RECENT ON THE TABLES HEREIN. COMPONENT<br/>POORDING AND DIMENSIONS OF SHUT</li></ul>                                                                                                                                         |  |  |  |
| <ul> <li>*M4 BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND<br/>LOCATION.</li> <li>*M3 BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND<br/>LOCATION.</li> <li>*M4 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND<br/>LOCATION.</li> <li>*M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND<br/>LOCATION.</li> <li>*M1 HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.</li> <li>E3 EMERGENCY STOP BUTTON. SEE NOTE 11.</li> <li>*E2 LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF<br/>HAND POSITION "DASHED").</li> <li>*E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF<br/>HAND POSITION "DASHED").</li> <li>*A1 AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES</li> <li>TEM</li> <li>LEGEND</li> <li>*A1 AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES</li> <li>TEM</li> <li>LEGEND</li> <li>*19 SEE BOCL49MSAB FOR OPTIONS AND BED CONFIGURATIONS.</li> <li>18 THESS SHUTTLES ARE AVAILABLE WITH VARIOUS CONFYOR BED CONFIGURATIONS.</li> <li>19 SEE BOCL49MSAB FOR OPTIONS AND BED CONFIGURATIONS.</li> <li>10 THES DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.</li> <li>10 DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br/>ENTIRE RAIL LENGTH.</li> <li>16 CONSLIDE WILL ACCOMMODATE THE MODELS MENTIONED IN TABLE PROVIDING THE LO<br/>DOES NOT EXCEED THE CAPACITY OF APPROPRIATE MILNOR DRYCR.</li> <li>13 DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.</li> <li>14 SEE BDLTRAIL&amp;F FOR DIMENSIONS OF RAILS AND SUPPORTS.</li> <li>13 DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.</li> <li>14 SEE BDLTRAIL&amp;F FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br/>RAIL OR WALL.</li> <li>11 EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br/>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br/>THE CONTROL BOX. THE SECOND EMERGENCY STOPS IS MOUNTED TO THE SIDE RAIL<br/>MEMBER OPPOSITE THE CONTROLS.</li> <li>10 THE HEIGHT OF EXTENDERS SHOWN IN THE TABLES HEREIN. COMPONENT<br/>LOCATIONS AND DIMENSIONS SO FISKS TO DISCHARGE 8"<br/>S = SINGLE BE</li></ul>                                                                                                                                 |  |  |  |
| <ul> <li>*M3 BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND LOCATION.</li> <li>*M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND LOCATION.</li> <li>*M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND LOCATION.</li> <li>*M1 HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.</li> <li>E3 EMERGENCY STOP BUTTON. SEE NOTE 11.</li> <li>*E2 LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF HAND POSITION "DASHED").</li> <li>*E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF HAND POSITION "DASHED").</li> <li>*A1 AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES</li> <li>TEM LEGEND</li> <li>*A1 AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES</li> <li>TEM LEGEND</li> <li>*I HESE SPUTTES ARE AVAILABLE WITH VARIOUS CONFLOR BAD ED CONFIGURATIONS.</li> <li>18 THESE SHUTTES ARE AVAILABLE WITH VARIOUS CONFLOR BAD ED CONFIGURATIONS.</li> <li>THESE SHUTTES ARE AVAILABLE WITH VARIOUS CONFLOR BAD ED CONFIGURATIONS.</li> <li>THESE SHUTTES ARE AVAILABLE WITH VARIOUS CONFLOR BAD ED CONFIGURATIONS.</li> <li>THESE SHUTTES ARE AVAILABLE WITH VARIOUS CONFLOR BAD CONFIGURATIONS.</li> <li>THESE SHUTTES ARE AVAILABLE WITH VARIOUS CONFLOR BAD CONFIGURATIONS.</li> <li>THESE SHUTTES ARE AVAILABLE WITH VARIOUS CONFLOR BAD CONFIGURATIONS.</li> <li>THESE SHUTTES ARE AVAILABLE WITH VARIOUS CONFLOR BAD CONFLOR BAD AND THIS DRAMING FOR COMPLETE DIMENSIONS OF MOTIONED IN TABLE PROVIDING THE LO DOES NOT EXCEED THE CAPACITY OF APPROPRIATE MILLANG DRYER.</li> <li>15 COMPRESSED ARE IS REEDED ON ALL COSLIDE CONFLOR BAD.</li> <li>12 SEE BOLTRALAE FOR DIMENSIONS OF CALLS AND SUPPORTS.</li> <li>13 DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.</li> <li>14 SEE BOLTAULAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF RALL OR WALL.</li> <li>15 COMPRESCENT STOP TARE COMPRESSIONE OF THE SHUTTLE NAVE CONFLOR THE SECURE SHUTTLE MAY E SPECIFICATIONS.</li> <li>16 HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THE SAUL DRY THE SECURE THE ADVESSIO</li></ul>                                                                                                                                                                                             |  |  |  |
| <ul> <li>*M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND</li> <li>LOCATION.</li> <li>M1 HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.</li> <li>E3 EMERGENCY STOP BUITON. SEE NOTE 11.</li> <li>*E2 LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF<br/>HAND POSITION "DASHED").</li> <li>*E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF<br/>HAND POSITION "DASHED").</li> <li>*E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF<br/>HAND POSITION "DASHED").</li> <li>*A1 AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES</li> <li>TEM LEGEND</li> <li>19 SEE BOL48MSAB FOR OPTIONS AND BED CONFIGURATIONS.</li> <li>18 THESE SHUTLES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.<br/>REFER TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS BOCL48MSAB AND<br/>THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.</li> <li>10 DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br/>ENTIRE RAIL LENGTH.</li> <li>16 COSUDE WILL ACCOMMODATE THE MODELS MENTIONED IN TABLE PROVIDING THE LO<br/>DOES NOT EXCEED THE CAPACITY OF APPROPRIAR MLNOR DRYRR.</li> <li>15 COMPRESSED AIR IS NEEDED ON ALL COSUDE CONVEYORS, 1/2 [13] NPT.</li> <li>14 SEE BOLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.</li> <li>13 DIMENSION VARIES WITH EGRE TO EXTENDERS WHEN ADDED.</li> <li>12 SEE BOLTRAILAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br/>RAIL OR WALL.</li> <li>11 EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br/>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br/>THE CONTROL BOX. THE SECOND DEMERGENCY STOPS IS MUSTALED INTO THE DOOR OF<br/>NEL CONTROL BOX. THE SECOND EMERGENCY STOPS IS MUSTALED INTO THE DOOR OF<br/>THE CONTROL BOX. THE SECOND ADREDCESSOF(TRANSILT/ELEVATES<br/>48 ELEVINDTH IN INCHES<br/>48 ELEVINDTH IN INCHES<br/>48</li></ul>                                                             |  |  |  |
| E3         EMERGENCY STOP BUTTON. SEE NOTE 11.           *E2         LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF           HAND POSITION "DASHED").           *E1         HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF           HAND POSITION "DASHED").           *A1         AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES           TEM         LEGEND           *A1         AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES           TEM         LEGEND           *19         SEE BOCL49MSAB FOR OPTIONS AND BED CONFIGURATIONS.           18         THESS ENTITES ARE AVAILABLE WITH VARIOUS CONFYOR BED CONFIGURATIONS.           19         THE BOCL49MSAB FOR OPTIONS AND BED CONFIGURATIONS.           10         THESS ENTITES ARE AVAILABLE WITH VARIOUS CONFYOR BED CONFIGURATIONS.           11         THESS ENTITES ARE AVAILABLE WITH VARIOUS CONFYOR BED CONFIGURATIONS.           12         TEBDENTIES ARE AVAILABLE WITH VARIOUS CONFYOR BED CONFIGURATION.           13         DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE ENTITE ARA UNLACCOMMODATE THE MODELS MENTIONED IN TABLE PROVIDING THE LO DOES NOT EXCEED THE CAPACITY OF APPROPRIATE MILLOW DRYCR.           13         DIMENSIONS OF RAILS AND SUPPORTS.           14         SEE BOLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.           15         COMPRESSED AIR IN REDEDED ON ALL COSLIDE CONNEXTORY. <t< td=""></t<>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |  |  |
| *E2         LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF           HAND POSITION "DASHED").         *E1           HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF           HAND POSITION "DASHED").           *A1           AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES           TEM           LEGEND           19           SEE BOCL48MSAB FOR OPTIONS AND BED CONFIGURATIONS.           18         THESE SHUTTLES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.           18         THESE SHUTTLES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.           18         THESE SHUTTLES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.           19         THESE SHUTTLES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.           10         THENDENSIONS OF OR COMPLETE DIMENSIONAL INFORMATION.           11         DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE LODOES NOT EXCEED THE CAPACITY OF APPROPRIATE MILMOR DRYER.           15         COMPRESSED THE CAPACITY OF APPROPRIATE MILMOR DRYER.           15         COMPRESSED THE CAPACITY OF APPROPRIATE MILMOR DRYER.           15         COMPRESSED WITH HEIGHT OF EXTEMDERS WHEN ADDED.           12         SEE BOLTRAILAE FOR DIMENSIONS OF SAULTS AND THE TABLE STOP PLACE TO END OF THE CONTROLS.           14         SEE BOLTRAILAE FOR DIMENSIONS OF ANLIS AND UNTER THE AT LAST ST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |  |
| *E1       HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEF         HAND POSITION "DASHED").       *A1         *AIT AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES         *EM       LEGEND         19       SEE BOCL48MSAB FOR OPTIONS AND BED CONFIGURATIONS.         19       SEE BOL48MSAB FOR OPTIONS AND BED CONFIGURATIONS.         19       SEE BOL48MSAB FOR OPTIONS AND BED CONFIGURATIONS.         19       SEE BOLTIES ARE AVAILABLE WITH VARIOUS CONFEYOR BED CONFIGURATIONS.         10       THES DENUTTLES ARE AVAILABLE WITH VARIOUS CONFEYOR BED CONFIGURATIONS.         11       BTESE SHUTTLES ARE AVAILABLE WITH VARIOUS CONFEYOR BED CONFIGURATIONS.         12       THE DENUMIS FOR COMPLETE DIMENSIONAL INFORMATION.         13       DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE         14       DEE BOLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.         13       DIMENSION VARES WITH HEIGHT OF EXTENDERS WHEN ADOED.         14       SEE BOLTRAILAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF RAIL OR WALL.         11       EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE SHUTTLE. CONE OF THE CONTROL BOX. THE SECOND DEMERGENCY STOPS IS MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY E SPECIAL ONES SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY E SPECIAL ONES SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. H                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |  |  |
| *A1         AIR         VALVE         BOX.         ALWAYS         UNDER         ELECTRIC         BOXES           TEM         LEGEND         NOTES         Integer         NOTES         Integer         Integ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |  |
| Image: Instant         Image: Ima                                                                                                                                   |  |  |  |
| <ol> <li>19 SEE BDCL49MSAB FOR OPTIONS AND BED CONFIGURATIONS.</li> <li>19 THESS ENUTTES ARE AVAILABLE WITH VARIOUS CONFYOR BED CONFIGURATIONS.<br/>REFER TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS BDCL48MSAB AND<br/>THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.</li> <li>17 DURENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br/>ENTIRE RAIL LENGTH.</li> <li>16 COSLIDE WILL ACCOMMODATE THE MODELS MENTIONED IN TABLE PROVIDING THE LO<br/>DOES NOT EXCEED THE CAPACITY OF APPROPRIATE MILNOR DRYER.</li> <li>16 COMPLESED AIR IS NEEDED ON ALL COSLIDE CONVEYORS, 1/2 [13] NPT.</li> <li>14 SEE BDLTRAIL&amp; FOR DIMENSIONS OF RAILS AND SUPPORTS.</li> <li>13 DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.</li> <li>12 SEE BDLTRAIL&amp; FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br/>RAIL OR WALL.</li> <li>11 EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br/>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br/>THE CONTROL BOX. THE SECOND EMERGENCY STOPS IS MOUNTED TO THE SIDE RAIL<br/>MEMBER OPPOSITE THE CONTROLS.</li> <li>10 THE HEIGHT DET SCHOND BOTH LEFT AND RIGHT SIDES OF THE<br/>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS MOUNTED TO THE SIDE RAIL<br/>MEMBER OPPOSITE THE CONTROLS.</li> <li>10 THE HEIGHT DET SCHOND RIME HEIGHTS. HOWEVER, THE SHUTTLE MAY E<br/>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY<br/>9 THE SHUTTLE TAYLANGENGURATION IS AS FOLLOWS:<br/>CL = MICROPROCESSOR/TRANSLATE/ELEVATES<br/>48 BELT WIDTH IN INCHES<br/>48 BELT WIDTH IN INCHES<br/>48 ELENTITLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br/>LOCATIONS AND DIMENSIONS SHOWN IN THA TABLES HEREIN. COMPONENT<br/>FOR YOUR MACHINE AS BELN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br/>ADULYNERSING SHOWN WITH AN ASTERICK ARE THOSE EFFECTED BY<br/>MACHINE SPECIFICATIONS. IT IS INCESSARY TO REFER TO THE SPECIFICATIONS<br/>FOR YOUR MACHINE AS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br/>ADULYNERMATION.</li>     SINGLE BED T MUNCH EMARNIC LERARANCE REQUIRED SULS.</ol>                                           |  |  |  |
| <ul> <li>18 THESE SHUTTLES ARE AVAILABLE WITH VARIOUS CONFEVOR BED CONFIGURATIONS.<br/>REFER TO THE SPECIFICATIONS FOR YOUR MACHNE AS WELL AS BOCL48MSAB AND<br/>THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.</li> <li>17 DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br/>ENTIRE RAY LENGTH.</li> <li>18 COSUDE WILL ACCOMMODATE THE MODELS MENTIONED IN TABLE PROVIDING THE LO<br/>DOES NOT EXCEED THE CAPACITY OF APPROPRIATE MILNOR DRYFR.</li> <li>19 COMPRESSED AIR IS NEEDED ON ALL COSLIDE CONVEYORS, 1/2 [13] NPT.</li> <li>14 SEE BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.</li> <li>13 DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.</li> <li>12 SEE BDLTRCIRAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br/>RAIL OR WALL.</li> <li>11 EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br/>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br/>THE CONTROL BOX. THE SECOND DEMERGENCY STOPS IS MOUNTED TO THE SIDE RAIL<br/>MEMBER OPPOSITE THE CONTROLS.</li> <li>10 THE HEIGHT DE KEDOND MERGENCY STOPS IS MOUNTED TO THE SIDE RAIL<br/>MEMBER OPPOSITE THE CONTROLS.</li> <li>11 THE SHUTTLE ATME STOPMENT IS REQUIRED ON SATE SHUTTLE AND RIGHT SIDES OF THE<br/>SPICAL ORDERED IN OTHER HEIGHT OF EXELDINGS.</li> <li>11 THE HEIGT DE THE CONTROLS.</li> <li>11 THE SHUTTLE MAKE CONFIGURATION IS AS FOLLOWS:<br/>CL = MICROPROCESSOP, TRANSLATE/CLEVATES<br/>48 = BELL WIDTH IN INCHES<br/>08 = LENGTH OF BED (DAB"-6", 10-10"-6")<br/>M = EXTENDS TO LOAD 30", STIKS TO DISCHARGE 8"<br/>S = SINCLE BED</li> <li>*8 THE SHUTTLE VANALBLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br/>PLACEMENT CONFIGURATIONS SHOWN IN THE TABLES ARE THOSE EFFECTED BY<br/>MACHINE ASPECIFICATIONS. TO LARGANGE RECOURED TO LESSONAL<br/>INFORMATION.</li> <li>*8 THE SHUTTLE IN AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br/>PLACEMENT CONFIGURATIONS SHOWN IN THE TABLESTICT SUGHTLY REQUIRING<br/>ADJUSTMENT OF BELT ROLLERS AND SUGHT DEFER TO THE SPECIFIC DOTHES<br/>S SINCLE BED</li> <li>*8 THE SHUTTLE MACHINE AS SHOWN IN THE TABLESTICT SUGHTLY REQUIRING<br/>ADJUSTMENTO</li></ul> |  |  |  |
| ENTIRE RAIL LENGTH.           16 COSLIDE WILL ACCOMMODATE THE MODELS MENTIONED IN TABLE PROVIDING THE LO<br>DOES NOT EXCEED THE CAPACITY OF APPROPRIATE MILNOR DRYER.           15 COMPRESSED THE CAPACITY OF APPROPRIATE MILNOR DRYER.           15 COMPRESSED AIR IS NEEDED ON ALL COSLIDE CONVEYORS, 1/2 [13] NPT.           14 SEE BOLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.           13 DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.           12 SEE BOLTRAILAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br>RAIL OR WALL           11 EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br>THE CONTROL BOX. THE SECOND EMERGENCY STOPS IS MOUNTED TO THE SOOR OF<br>THE CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SOOR OF<br>THE CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE DOOR OF<br>THE CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SOUR FAIL<br>MEMBER OPPOSITE THE CONTROLS.           10 THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>THOSE THAT SATISTY MORFIGURATION IS AS FOLLOWS:<br>CL = MICROPROCESSOR/TRANSLATE/ELEVATES<br>48 BELT WIDTH IN INCHES.           9 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br>LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY<br>MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS<br>FOR YOUR MACHINE AS BELL COMISSIONED, BELLT MAY STRETICH SUGHTLY REQUIRING<br>ADUISTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.           6 AS OT THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ELECTRIC CODES, FROM VING MALLING FOR COMPLETE DIMENSIONAL<br>INFORMATION.           76 [14] I FOBLECT IS A G                                                                                                                                                                                                                                                                                                                                                                     |  |  |  |
| 14       SEE BOLTRAIL& FOR DIMENSIONS OF RAILS AND SUPPORTS.         13       DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.         12       SEE BOLTRCIPAE, FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br>RAIL OR WALL.         15       SEE BOLTRCIPAE, FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br>RAIL OR WALL.         16       IMERCENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br>THE CONTROL BOX. THE SECOND EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br>THE CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE RAIL<br>MEMBER OPPOSITE THE CONTROLS.         10       THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>THOSE THAT SATISFY MOST FACILIT'REQUIREMENTS. HOMEVER, THE SHUTTLE MAY E<br>SPECIAL ORDERIGINATION IS AS FOLLOWS:         11       CL = MICROPROCESSOR/TRANSLATE/ELEVATES         48       BELT WIDTH IN INCHES         48       SINGLE BELD         49       THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPORENT<br>LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY<br>MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS.<br>FOR YOUR MACHINE AS BELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br>INFORMATION.         41       FIDE SHUTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |  |
| 13         DIRENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.           12         SEE BDLTRCLRAE FOR DIMENSIONS OF SHUTLE AT LAST STOP PLACE TO END OF<br>RAIL OR WALL.           11         EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br>SHUTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br>THE CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE RAIL<br>MEMBER OPPOSITE THE CONTROLS.           10         THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>THOSE THAT SATISTY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTLE MAY E<br>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY<br>9           19         THE SHUTTLE NAME CONFIGURATION IS AS FOLLOWS:<br>CL = MICROPROCESSOR TRANSLATE/ELEVATES<br>48 = BELT WIDTH IN INCHES<br>08 = LENGTH OF BED (08-8'-6', 10=10'-6'')<br>M = EXTENDS TO LOAD 30', STIKS TO DISCHARGE 8''<br>S = SINGLE BED           *8         THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br>LOCATIONS AND DIMENSIONS SHOWN IN THE TABLES HEREIN. COMPONENT<br>LOCATIONS AND DIMENSIONS SHOWN IN THE ABLES HEREIN. COMPONENT<br>LOCATIONS AND DIMENSIONS AS SHOWN IN THE ABLES HEREIN. COMPONENT<br>LOCATIONS AND DIMENSIONS AS SHOWN IN THE ABLES HEREIN. COMPONENT<br>INFORMATION.           7         AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVERVR.           6         AS OF TH'S WITTLE HAS MURL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br>INFORMATION.           7         AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVERVR.           6         AS O                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |  |
| <ol> <li>EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br/>SHUTTLE ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br/>THE CONTROL BOX. THE SECOND EMERGENCY STOPS IS MOUNTED TO THE SIDE RAIL<br/>MEMBER OPPOSITE THE CONTROLS.</li> <li>THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br/>THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY E<br/>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY<br/>ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY<br/>OR MILL WINTER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY<br/>OR BELT WIDTH IN INCHES</li> <li>THE SHUTTLE SAMLABLE IN VARIOUS HEIGHTS. CONVEYOR SIZES AND COMPONENT<br/>HAS ENTRY EDD TO LOAD 30", STIKS TO DISCHARGE 8"<br/>S SINCLE BED</li> <li>THE SHUTTLE SAMLABLE IN VARIOUS HEIGHTS. CONVEYOR SIZES AND COMPONENT<br/>PLACEMENT CONFIGURATIONS AS SHOWIN IN THE TABLES HEREIN. COMPONENT<br/>CONFIGURATIONS AS SHOWIN INTH ABLES HEREIN. COMPONENT<br/>PLACEMENT CONFIGURATIONS AS SHOWIN IN THE THE SHUTTLE IN MACHINE AS ULL AS THIS OR YOUNG TO REFER TO THE SPECIATIONS<br/>FOR YOUR MACHINE AS WELL AS THIS OR YOUNG TO COMPLETE DIMENSIONAL<br/>INFORMATION.</li> <li>A FTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br/>ADUISTMENT OF BELT ROLLERS AND SUGHT LENGTHENING OF CONVEYOR.</li> <li>AS OF THIS WITTING, THE MINIMUM LEARAPACE REQUIRED BY U.S. NATIONAL<br/>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br/>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.</li> <li>42 [1067] IF OBJECT IS AN UNGROUNDED WALL<br/>42 [1067] IF OBJECT IS AN UNGROUNDED WALL<br/>42 [1067] IF OBJECT IS AN UNGROUNDED WALL<br/>43 [1219] IF OBJECT IS AN UNGROUNDED WALL<br/>44 [1219] IF OBJECT IS AN UNGROUNDED WALL<br/>5. CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSES FROM POWER SOURCE TO<br/>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br/>EQUIPMENT.</li> </ol>                                                                                                                                                                                      |  |  |  |
| THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY E<br>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY<br>CL = MICROPROCESSOR/TRANSILATE/ELEVATES<br>48 = BELT WIDTH IN INCHES<br>08 = LENGTH OF BED (08-8'-6", 10=10'-6")<br>M = EXTENDS TO LOAD 30", STIKS TO DISCHARGE 8"<br>S = SINGLE BED<br>*8 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br>PLACEMENT CONFIGURATIONS SHOWN IN THE TABLES THOSE EFFECTED BY<br>MACHINE SPECIFICATIONS. IT IS NEEDSAWT TO REFER TO THE SPECIFICATIONS<br>FOR TOOR MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVECTOR.<br>7 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVECTOR.<br>6 AS OF THIS WITTING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS A DURGNOLED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS A DURGNOLED MALL (I.G. BARE CONCRETE, BRICK, ETC.;<br>48 [1219] IF OBJECT IS A NUT VE PART.<br>CHECK LOCAL ELECTRIC CODES FOR TURE RESTRICTIONS.<br>5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSES BRANCH CIRCUIT<br>DISCONNERT (SAFET) SWITCHES WITL AG TYPE FUSES FROM POWER SOURCE TO<br>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br>EQUIPMENT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |  |
| 08 = LENGTH OF BED (08=8'-6', 10=10-6')<br>M = EXTENDS TO LOAD 30', STIKS TO DISCHARGE 8"<br>S = SINGLE BED<br>*8 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br>PLACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN. COMPONENT<br>LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY<br>MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS<br>FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br>INFORMATION.<br>7 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.<br>6 AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS A GROUNDED WALL (E. BARE CONCRETE, BRICK, ETC.<br>48 [1219] IF OBJECT IS A CONUDED WALL (E. BARE CONCRETE, BRICK, ETC.<br>48 [1219] IF OBJECT IS A CROUNDED WALL<br>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.<br>5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSES BRANCH CIRCUIT<br>DISCONNECT (SAFET) SWITCHES WITL AG TYPE FUSES FROM POWER SOURCE TO<br>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br>EQUIPMENT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |  |  |
| <ul> <li>*8 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPORNT<br/>PLACEMENT CONFIGURATIONS AS SHOWIN IN THE ABLES HEREIN. COMPONENT<br/>LOCATIONS AND DIMENSIONS SHOWIN WITH AN ASTERISK ARE THOSE EFFECTED BY<br/>MACHINE SEPECIFICATIONS IN ITS NECESSARY TO REFER TO THE SEPECIFICATIONS<br/>FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br/>INFORMATION.</li> <li>7 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br/>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.</li> <li>6 AS OF THIS WRITING, THE MINIMUM CLERARADCR REQUIRED BY U.S. NATIONAL<br/>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br/>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.</li> <li>42 [1067] IF OBJECT IS AN UNGROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.;<br/>48 [1219] IF OBJECT IS AN UNGROUNDED WALL<br/>(IE. BARE CONCRETE, BRICK, ETC.;<br/>48 [1219] IF OBJECT IS ANY UNE PART.</li> <li>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.</li> <li>5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSES FROM POWER SOURCE TO<br/>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br/>EQUIPMENT.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |  |
| <ol> <li>AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SUGHTLY REQUIRING<br/>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.</li> <li>AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br/>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br/>36 [914] IF OBJECT IS AN UNCONUNDED (NSULATED) WALL<br/>42 [1067] IF OBJECT IS AN UNCONUNDED (NSULATED) WALL<br/>48 [1219] IF OBJECT IS AN UNCONUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.<br/>48 [1219] IF OBJECT IS AN VIGATURA AND AND AND AND AND<br/>10 EDUCTOR CODES FOR FURTHER RESTRICTIONS.</li> <li>CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br/>DISCONNECT (SAFET) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br/>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br/>EQUIPMENT.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |  |  |
| 36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.<br>48 [1219] IF OBJECT IS ANY LIVE PART.<br>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.<br>5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br>EQUIPMENT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |  |
| CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.<br>5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br>EQUIPMENT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |  |
| EQUIPMENT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |  |
| DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |  |  |
| 4 BASELINE "2" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "2" AND THE FINISHED<br>FLOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURe THAT<br>BASELINE "2" IS HORIZONTA AND ALL COMPANENTS REQUIRING GROUT ARE SET OF<br>A MINNUM 1" [25] THICK GROUT BED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |  |
| 3 USE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.<br>2 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |  |  |
| 1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>MACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |  |
| MOVED THROUGH NARROW OR LOW CORRIDORS ON DIMINISIONS IN WACHINE IS TO BE<br>MOVED THROUGH NARROW OR LOW CORRIDORS ON OPENINGS.<br>MOST REGULATORY AUTHORITIES (INCLUDING OSHA IN THE USA) HOLD THE<br>OWNER/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.<br>ACCORDINGLY, THE OWNER/USER MUST RECORDIZE ALL PORSERABLE SAFETY HAZROS<br>FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME<br>IN CONTACT WITH THE INSTRULATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>OWNERS, FENCES, RESTRINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |  |  |
| IN CONTROL WITH THE INSTALLATION, AND FONDER ALL INCOMENTATION AND FAIL<br>MANUFACTURER OR VENDOR.<br>MANUFACTURER OR VENDOR.<br>THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>STRENGTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT<br>REQUENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE<br>INCLUDING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORCE:<br>GENERATED DURING ITS OPERATION, WITHE THE FACTORY FOR ADDITIONAL MACHINE<br>DATA FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |  |
| CL4808MS & CL4810MS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |  |
| BDCL48MSCE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |  |
| PELLERIN MILNOR CORPORATION<br>P.0. Box 400 Kenner, LA 70053, USA, Proce 504/467-9591,<br>A 504/469-1489, Teise Tit 460124/PELM UL, Cobie PELMINOR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |  |  |

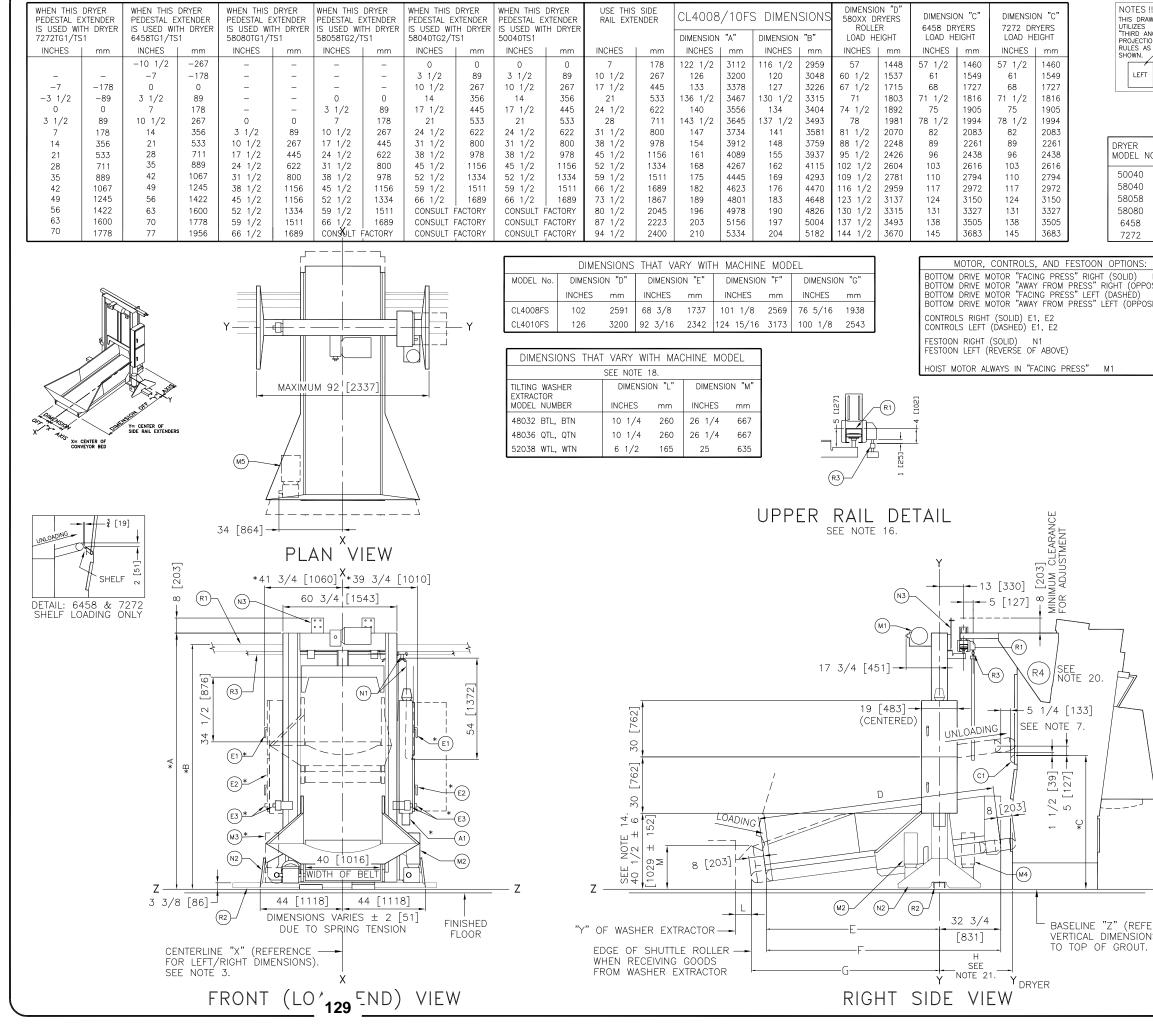




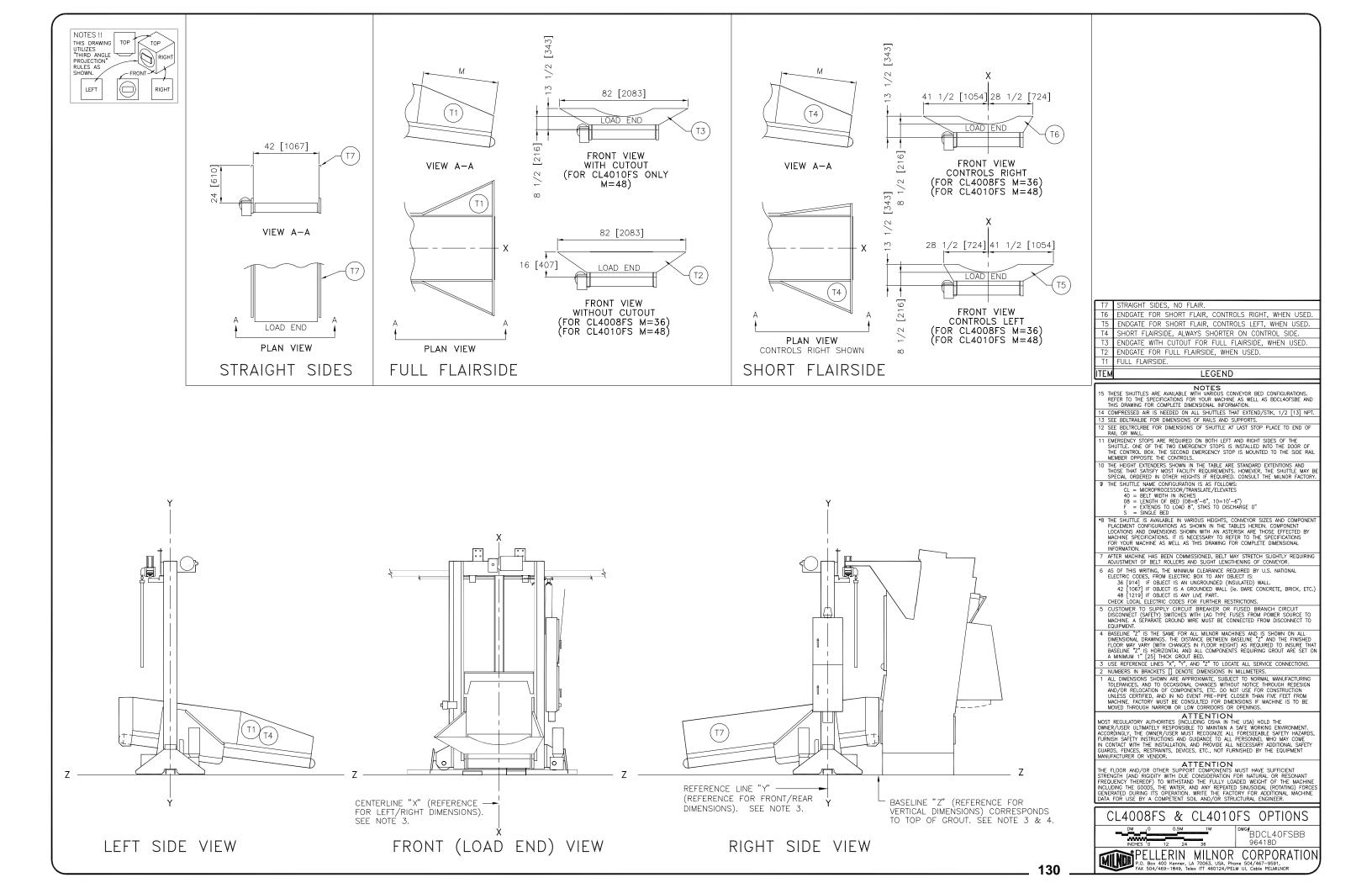
| MOTOR, CONTROLS, AND FESTOON OPTIONS: SEE NOTE 8.                                                                                                                                                        |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| BOTTOM DRIVE MOTOR "TRACTOR" MAY BE SPECIFIED AS:<br>DRIVE MOTOR, LOAD RIGHT (SOLID)<br>DRIVE MOTOR, LOAD LEFT (DASHED)<br>DRIVE MOTOR, DISCHARGE RIGHT (DASHED)<br>DRIVE MOTOR, DISCHARGE LEFT (DASHED) |
| CONTROLS RIGHT (SOLID) E1, E2<br>CONTROLS LEFT (DASHED) E1, E2                                                                                                                                           |
| FESTOON RIGHT (SOLID) N1<br>FESTOON LEFT (REVERSE OF ABOVE)                                                                                                                                              |

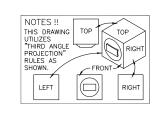
| R3   | FESTOON RAIL, RAIL SUPPLIED BY MILNOR AND MAY BE      |
|------|-------------------------------------------------------|
|      | PRICED SEPARATELY. SEE PRICE LIST.                    |
| R2   | BOTTOM DRIVE RAIL, RAIL SUPPLIED BY MILNOR AND MAY BE |
|      | PRICED SEPARATELY. SEE PRICE LIST.                    |
| R1   | UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE        |
|      | PRICED SEPARATELY. SEE PRICE LIST.                    |
| N3   | MOUNTING BRACKET FOR STOP SWITCH                      |
| N2   | SAFETY KICK PLATE, SPRING LOADED.                     |
| N1   | FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY      |
|      | MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST   |
|      | FOR NUMBER OF CARS.                                   |
| M3   | BELT MOTOR, UNDERDRIVE.                               |
| M2   | BOTTOM DRIVE MOTOR                                    |
| M1   | HOIST MOTOR                                           |
| E3   | EMERGENCY STOP BUTTON. SEE NOTE 11.                   |
| *E2  | LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT  |
|      | HAND POSITION "DASHED").                              |
| *E1  | HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT |
|      | HAND POSITION "DASHED").                              |
| A1   | AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES            |
| ITEM | LEGEND                                                |

| NOTES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|
| 14 DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD ± 1" [25] ALONG THE<br>ENTIRE RAIL LENGTH.                                                                                                                                                                                                                                                                                                                                                                                                                 |  |  |  |  |
| 13 COMPRESSED AIR IS NEEDED ON ALL COSLIDE CONVEYORS, 1/2 [13] NPT.                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |  |  |
| 12 SEE BOLTRAILBE FOR DIMENSIONS OF RAILS AND SUPPORTS.                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |  |  |
| 11 SEE BOLTRCLRBE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br>RAIL OR WALL.                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |  |  |
| 10 EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br>THE CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE RAIL<br>MEMBER OPPOSITE THE CONTROLS.                                                                                                                                                                                                                                                    |  |  |  |  |
| 9 THE SHUTTLE NAME CONFIGURATION IS AS FOLLOWS:<br>CL = MICROPROCESSOR/TRANSLATE/ELEVATES<br>48 = BELT WIDTH IN INCHES<br>10 = LENGTH OF BED (08-8"-6", 10=10"-6")<br>D = STIKS TO DISCHARGE 15"<br>H = 2 HIGH                                                                                                                                                                                                                                                                                             |  |  |  |  |
| *8 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br>PLACEMENT CONFICURATIONS AS SHOWN IN THE TABLES HEREIN. COMPONENT<br>LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY<br>MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS<br>FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br>INFORMATION.                                                                                                                  |  |  |  |  |
| 7 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.                                                                                                                                                                                                                                                                                                                                                               |  |  |  |  |
| 6 AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ELECTRIC COORS, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>38 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)<br>48 [1219] IF OBJECT IS ANY LIVE PART.<br>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                          |  |  |  |  |
| 5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br>EQUIPMENT.                                                                                                                                                                                                                                                                                |  |  |  |  |
| 4 BASELINE "Z" IS THE SAME FOR ALL MILLOR MACHINES AND IS SHOWN ON ALL<br>DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINSHED<br>FLOOR MAY VARY (WITH CHANCES IN FLOOR HEICHT) AS RECURRED TO INSURE THAT<br>BASELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>A MINIMUM 1" [25] THICK GROUT BED.                                                                                                                                                            |  |  |  |  |
| 3 USE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |  |  |  |
| 2 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |  |  |  |
| 1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESION<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>MACHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>MOVED THROUGH NARROW OR LOW CORFIDORS OR OPENINGS.                                                                              |  |  |  |  |
| ATTENTION<br>MOST REGULATORY AUTHORITIES (INCLUDING OSHA IN THE USA) HOLD THE<br>OWNER/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.<br>ACCORDINGLY, THE OWNER/USER MUST RECOGNIZE ALL FORSEEABLE SAFETY HAZARDS,<br>FURNISH SAFETY INSTRUCTIONS AND QUIDANCE TO ALL PERSONNEL WHO MAY COME<br>IN CONTACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>GUARDS, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT<br>MANUFACTURER OR VENDOR. |  |  |  |  |
| ATTENTION<br>THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>STRENGTH (AND RIGDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT<br>FREQUENCY THEROP) TO WITHSTAND THE FULLY LOADED WEIGHT (ROTATING)<br>INCLUDING THE GOODS. THE WATER, AND ANY REPARTED SINUSOBIL (ROTATING) FORCES<br>GENERATED DURING ITS OPERATION. WRITE THE FACTORY FOR ADDITIONAL MACHINE<br>DATA FOR USE BY A COMPETENT SOL AND/OR STRUCTURAL ENGINEER.                                                        |  |  |  |  |
| CL4810DH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |  |  |
| DM 0 0.5M 1M<br>MORES 0 12 24 36 96442D                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |  |  |
| PELLERIN MILNOR CORPORATION<br>FX 504/469-1849, 1649-1649, 1649-1649, 1649-1649, 1649-1649, 1649                                                                                                                                                                                                                                                                                                                                                                                                           |  |  |  |  |

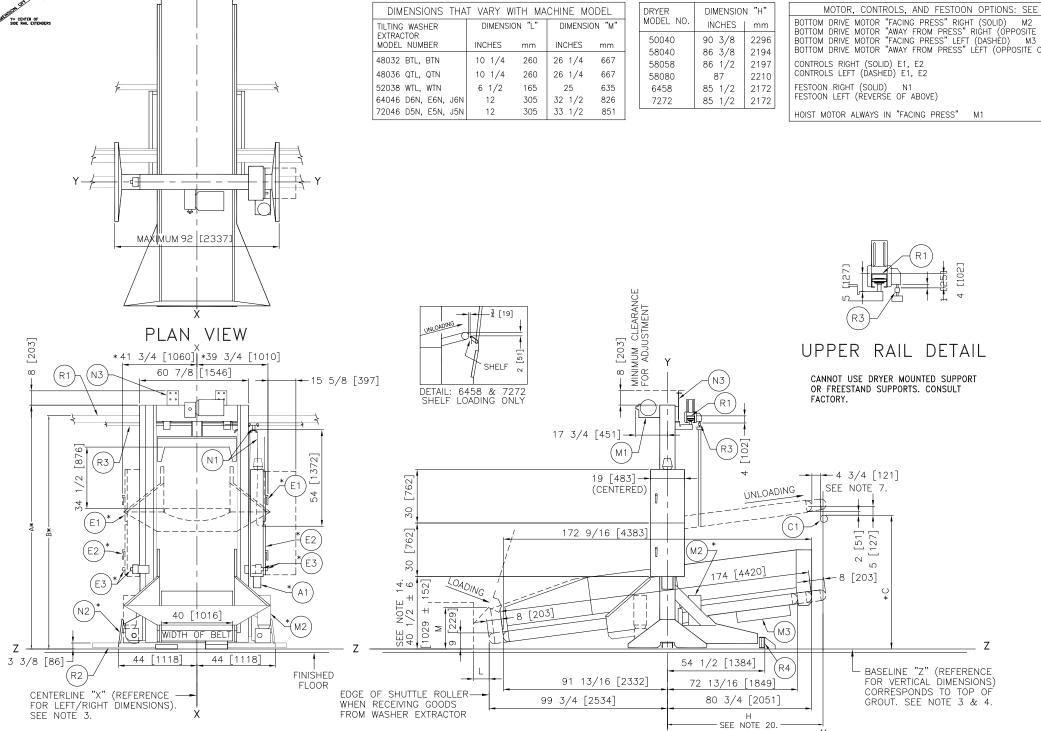


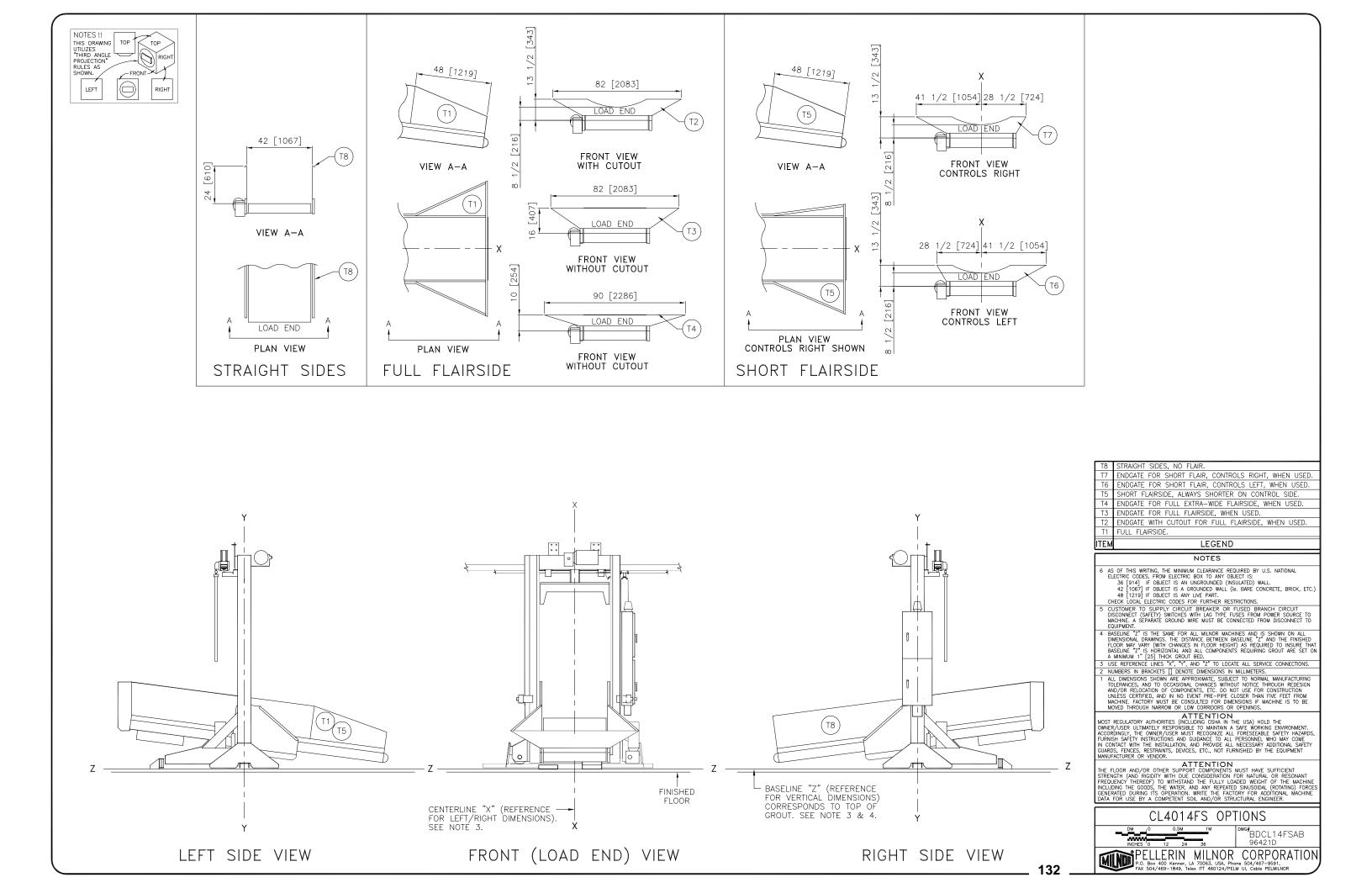
|                                           | R4 DRYER MOUNTED RAIL SUPORT, SEE NOTE 20.<br>R3 FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                   |
|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                           | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                  |
| ion"                                      | R2 BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY<br>BE PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                      |
| FRONT                                     | R1 UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                   |
| RIGHT                                     | PRICED SEPARATELY. SEE PRICE LIST.<br>N3 MOUNTING BRACKET FOR STOP SWITCH                                                                                                                                                                                                                           |
|                                           | N2 SAFETY KICK PLATE, SPRING LOADED.                                                                                                                                                                                                                                                                |
|                                           | *N1 FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY<br>MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST                                                                                                                                                                                         |
|                                           | FOR NUMBER OF CARS.                                                                                                                                                                                                                                                                                 |
| DIMENSION "H"                             | *M4 BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND                                                                                                                                                                                                                                              |
| 44 7/8 1140                               | LOCATION.<br>*M3 BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND                                                                                                                                                                                                                                     |
| 40 7/8 1038                               | LOCATION.                                                                                                                                                                                                                                                                                           |
| 41 1041<br>41 1/2 1005                    | *M2 BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND<br>LOCATION.                                                                                                                                                                                                                                    |
| 40 1016                                   | M1 HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.<br>E3 EMERGENCY STOP BUTTON. SEE NOTE 11.                                                                                                                                                                                                         |
| 40 1016                                   | *E2 LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT                                                                                                                                                                                                                                            |
| SEE NOTE 8.                               | HAND POSITION "DASHED").<br>*E1 HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT                                                                                                                                                                                                               |
| M2<br>OSITE OF ABOVE) M4                  | HAND POSITION "DASHED").                                                                                                                                                                                                                                                                            |
| M3<br>SITE OF ABOVE) M4<br>SITE OF ABOVE) | INTERFACE.                                                                                                                                                                                                                                                                                          |
| UN ADUVE)                                 | A1 AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES                                                                                                                                                                                                                                                       |
|                                           |                                                                                                                                                                                                                                                                                                     |
|                                           | NOTES<br>21 DIMENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYER                                                                                                                                                                                                                  |
|                                           | 21 DIMENSION H IS FROM Y OF THE SHUTTLE TO Y OF THE DRYER. SEE DRYER<br>DIMENSIONAL DRAWING<br>20 DRYER RAIL SUPPORT SHOWN IS AVAILABLE ON 58040, 58058 & 58080 DRYERS.<br>DRYER RAIL SUPPORTS NOT AVAILABLE FOR THE 6458 DRYER.                                                                    |
| _                                         | 19 SEE BDCL40FSBB FOR OPTIONS AND BED CONFIGURATION.                                                                                                                                                                                                                                                |
|                                           | 18 THESE SHUTTLES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.<br>REFER TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS BDCL40FSBB AND                                                                                                                                                 |
|                                           | THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.<br>17 DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE<br>ENTIRE RAIL LENGTH.                                                                                                                                              |
|                                           | 16 COSLIDE WILL ACCOMMODATE THE MODELS MENTIONED IN TABLE PROVIDING THE LOAD<br>DOES NOT EXCEED THE CAPACITY OF APPROPRIATE MILNOR DRYER.                                                                                                                                                           |
|                                           | 15 COMPRESSED AIR IS NEEDED ON ALL SHUTTLES THAT EXTEND/STIK, 1/2 [13] NPT.<br>14 SEE BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.                                                                                                                                                              |
|                                           | 13 DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.<br>12 SEE BDLTRCLRAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF                                                                                                                                                                |
|                                           | RAIL OR WALL<br>11 EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF                                                                                                                                        |
|                                           | THE CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE RAIL<br>MEMBER OPPOSITE THE CONTROLS.                                                                                                                                                                                             |
|                                           | 10 THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY BE<br>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILLOR FACTORY.                                                                   |
|                                           | 9 THE SHUTTLE NAME CONFIGURATION IS AS FOLLOWS:<br>CL = MICROPROCESSOR/TRANSLATE/ELEVATES                                                                                                                                                                                                           |
|                                           | 40 = BELT WIDTH IN INCHES<br>08 = LENGTH OF BED (08=8'-6", 10=10'-6")<br>F = EXTENDS TO LOAD 8", STIKS TO DISCHARGE 8"                                                                                                                                                                              |
|                                           | S = SINGLE BED<br>*8 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT                                                                                                                                                                                                      |
|                                           | PLACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN COMPONENT<br>LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY<br>MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS                                                                                 |
|                                           | FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br>INFORMATION.                                                                                                                                                                                                                   |
|                                           | 7 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SUGHTLY REQUIRING<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR. 6 AS OF THIS WRITING THE MINIMUM OF EARDARCE PEOLIBEED BY U.S. NATIONAL                                                                                 |
|                                           | 6 AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.                                                                                                               |
|                                           | 42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)<br>48 [1219] IF OBJECT IS ANY LIVE PART.                                                                                                                                                                                    |
|                                           | CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.<br>5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>DISCONDECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO                                                                                                       |
|                                           | DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br>EQUIPMENT.                                                                                                                                         |
|                                           | 4 BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHED<br>FLOOR MAIL YARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSUME THAT                                                                     |
|                                           | BASELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>A MINIMUM 1" [25] THICK GROUT BED.                                                                                                                                                                                      |
|                                           | 3 USE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.<br>2 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.                                                                                                                                                            |
|                                           | 1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION                                                                               |
|                                           | UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>MACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE                                                                                                                                                      |
|                                           | MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.<br>ATTENTION<br>MOST REGULATORY AUTHORITIES (INCLUDING OSHA IN THE USA) HOLD THE                                                                                                                                                                 |
|                                           | OWNER/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.                                                                                                                                                                                                                           |
|                                           | FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME<br>IN CONTACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>GUARDS, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT                                                                |
| Z                                         | ATTENTION                                                                                                                                                                                                                                                                                           |
|                                           | THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>STRENGTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT                                                                                                                                                             |
| FRENCE FOR                                | FREQUENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE<br>INCLUDING THE GOODS, THE WATER, AND ANY REFEATED SINUSOBIAL (ROTATING) FORCES<br>GENERATED DURING ITS OPERATION, WRITE THE FACTORY FOR ADDITIONAL MACHINE<br>DATA FOR USE BY A COMPETENT SOUL AND/OR STRUCTURAL REGISTER. |
| ERENCE FOR<br>NS) CORRESPONDS             | DATA FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.                                                                                                                                                                                                                                        |
| SEE NOTE 3 & 4.                           | CL4008FS & CL4010FS                                                                                                                                                                                                                                                                                 |
|                                           | DW 0 0.5M 1M DW6#BDCL40FSBE                                                                                                                                                                                                                                                                         |
|                                           | PELLERIN MILNOR CORPORATION                                                                                                                                                                                                                                                                         |
|                                           | P.O. Box 400 Kenner, LA 70063, USA, Phone 504/467-9591,<br>FAX 504/469-1849, Telex ITT 460124/PELM UI, Cable PELMILNOR                                                                                                                                                                              |
|                                           |                                                                                                                                                                                                                                                                                                     |

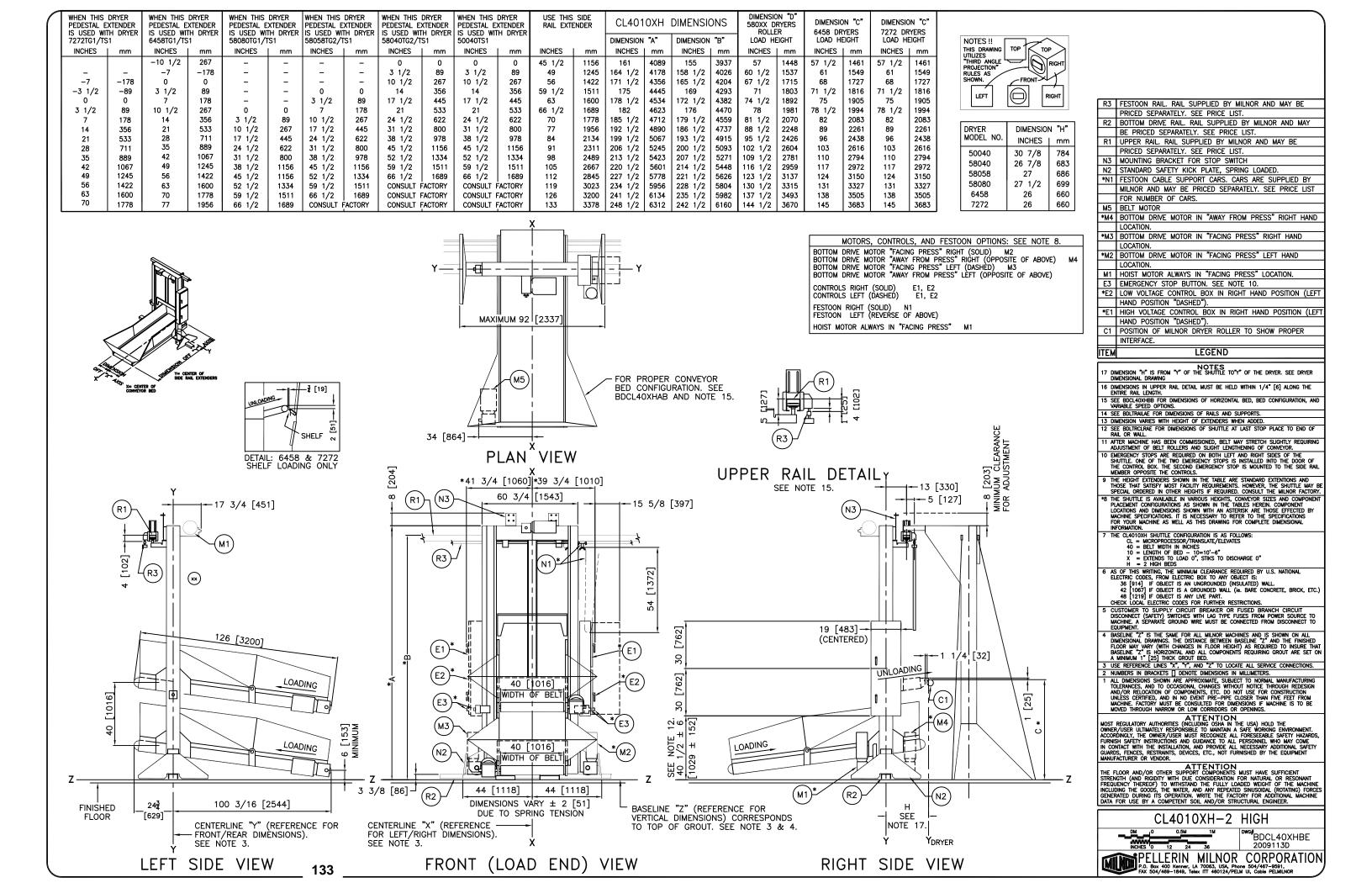


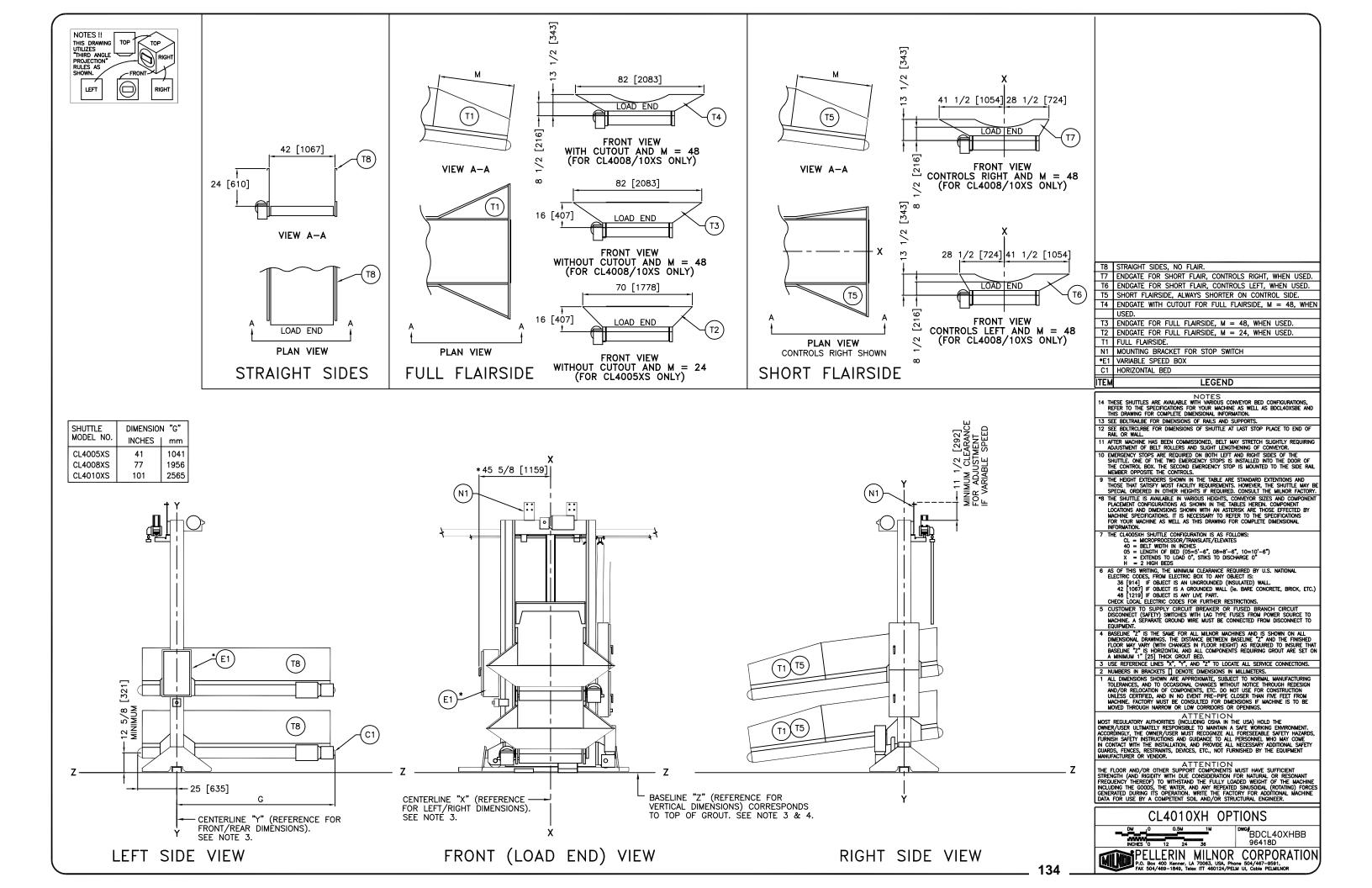


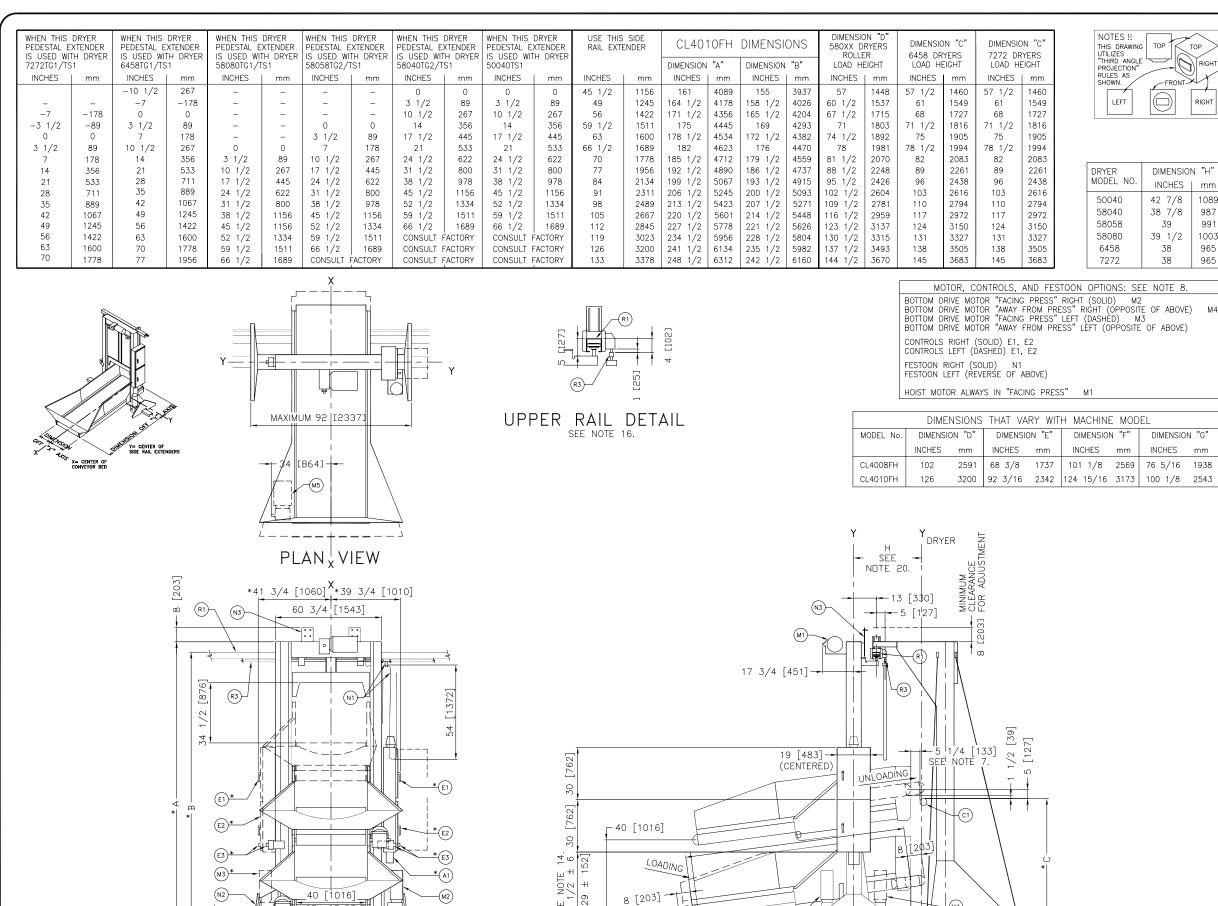
| WHEN THIS DRYER         WHEN THIS DRYER         WHEN THIS DRYER           PEDESTAL EXTENDER         PEDESTAL EXTENDER         PEDESTAL EXTENDER           IS USED WITH DRYER         IS USED WITH DRYER         IS USED WITH DRYER           7272TG1/TS1         6458TG1/TS1         58080TG1/TS1           INCHES         mm         INCHES         mm | WHEN THIS DRYER         WHEN THIS DRYER         WHEN THIS DRYER           PEDESTAL EXTENDER         PEDESTAL EXTENDER         PEDESTAL EXTENDER           IS USED WITH DRYER         IS USED WITH DRYER         IS USED WITH DRYER           58058TG2/TS1         58040TG2/TS1         50040TS1           INCHES         mm         INCHES         mm                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | USE THIS SIDE<br>RAIL EXTENDER CL4014FS DIMENSIONS<br>DIMENSION "A" DIMENSION "B"<br>INCHES   mm INCHES   mm                                                                          | DIMENSION "C"<br>580XX DRYERS<br>ROLLER<br>LOAD HEIGHT<br>INCHES   mm<br>INCHES   mm                | DIMENSION "C"<br>7272 DRYERS<br>LOAD HEIGHT<br>INCHES   mm                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               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| $\begin{array}{ c c c c c c c c c c c c c c c c c c c$                                                                                                                                                                                                                                                                                                  | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                 | $\begin{array}{cccccccccccccccccccccccccccccccccccc$                                                | 57       1/2       1460         61       1549         68       1727         71       1/2       1816         75       1905         78       1/2       1994         82       2083         89       2261         96       2438         103       2616         110       2794         117       2972         124       3150         131       3327         138       3505         145       3683 | R4       OUTRIGGER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE         PRICED SEPARATELY, SEE PRICE LIST.         R3       FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE         PRICED SEPARATELY, SEE PRICE LIST.         R2       BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE         PRICED SEPARATELY, SEE PRICE LIST.         R1       UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE         PRICED SEPARATELY, SEE PRICE LIST.         R1       UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE         PRICED SEPARATELY, SEE PRICE LIST.         N3       MOUNTING BRACKET FOR STOP SWITCH         N2       SAFETY KICK PLATE, SPRING LOADED.         N1       FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY         MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST         FOR NUMBER OF CARS.         M3       BELT MOTOR, UNDERDRIVE.         M2       BOTTOM DRIVE MOTOR                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                                                                                                                                                                                                                                                                                                                                                         | DIMENSIONS         THAT         VARY         WITH         MACHINE         MODEL           TILTING         WASHER         DIMENSION         "L"         DIMENSION         "M"           EXTRACTOR         INCHES         mm         INCHES         mm           48032         BTL,         BTN         10         1/4         260         26         1/4         667           48036         QTL,         QTN         10         1/4         260         26         1/4         667           52038         WTL,         WTN         6         1/2         165         25         635           64046         DEN,         EEN,         JEN         12         305         32         1/2         851                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | MODEL         NO.         INCHES         mm         BOTTOM         DRIVE         MOTOR           50040         90         3/8         2296         BOTTOM         DRIVE         MOTOR | HEĎ) Eĺ, E2<br>D) N1<br>RSE OF ABOVE)                                                               | OF ABOVE) M4                                                                                                                                                                                                                                                                                                                                                                                 | M1     HOIST MOTOR       E3     EMERGENCY STOP BUTTON. SEE NOTE 11.       *E2     LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT<br>HAND POSITION "DASHED").       *E1     HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT<br>HAND POSITION "DASHED").       (1)     POSITION OF MILNOR DRYER ROLLER TO SHOW PROPER<br>INTERFACE.       A1     AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES       ITEM     LEGEND       20     DIMENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYER<br>DIMENSIONAL DRAWING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Y                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                       |                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                              | 19         SEE BDCL14FSAB FOR OPTIONS AND BED CONFIGURATIONS.           18         THESE SHUTTLES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.           REFERT TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS BDCL14FSAB AND THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.           17         DIMENSIONS IN U.PPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE ENTIRE RAIL LENGTH.           16         COSLIDE WILL ACCOMMODATE THE MODELS MENTIONED IN TABLE PROVIDING THE LOAD DOES NOT EXCEED THE CAPACITY OF APPROPRIATE MILNOR DRYER.           16         COMPRESSED AR IS NEEDED ON ALL SHUTTLES THAT EXTEND/STIK, 1/2 [13] NPT.           14         SEE BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.           13         DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.           12         SEE BDLTRAILAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF RAIL ON WALL.           11         EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE SHUTTLE. ONE OF THE TWO EMERGENCY STOP IS INSTALLED INTO THE DOOR OF THE CONTROL BOX. THE SECOND EMERGENCY STOP IS INSTALLED INTO THE SIDE RAIL MEMBER OPPOSITE THE CONTROLS.           10         THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY BE SPECIAL ORDERED IN OTHER HEIGHTS IF ROOTROLS ROWNED. CONSULT THE MUNDED TO THE SIDE RAIL MEMBER OPPOSITE THE CONTROLS.                                                                                                                                  |
| PLAN VIEW<br>*41 3/4 [1060] *39 3/4 [1010]<br>*0 7/8 [1546]<br>*1 55/8                                                                                                                                                                                                                                                                                  | 397]<br>DETAIL: 6458 & 7272<br>SHELF LOADING ONLY<br>17 3/4 [451]-                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | CANNOT USE DR<br>OR FREESTAND S<br>FACTORY.                                                                                                                                           | RAIL DETAIL<br>Yer mounted support<br>supports. consult                                             |                                                                                                                                                                                                                                                                                                                                                                                              | 9         THE SHUTTLE NAME CONFIGURATION IS AS FOLLOWS:<br>CL = MICROPROCESSOR/TRANSLATE/ELEVATES<br>40 = BELT WIDTH IN INCHES<br>14 = LENGTH OF BED (14 = 14'-6")<br>F = EXTENDS TO LOAD 8", STIKS TO DISCHARGE 8"<br>S = SINGLE BED<br>*8 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br>PLACEMENT CONFIGURATIONS AS SHOWN INT HAL STERRISK ARE THOSE EFFECTED BY<br>MACHINE, SAVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br>PLACEMENT CONFIGURATIONS AS SHOWN INT HAL STERRISK ARE THOSE EFFECTED BY<br>MACHINE, SAVELLAS THIS DRAWING FOR COMPLETE DIMENSIONAL<br>INFORMATION.<br>PAFER MACHINE, HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.<br>A AFTER MACHINE, HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.<br>A STER MACHINE, HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.<br>A STER MACHINE, THAS DEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.<br>A STER MACHINE, THAS DELOT IS AN UNGROUNDED (INSULATED) WILL.<br>42 [1067] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS ANY LIVE PART.<br>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                                                       |
| 828     83     1/1     1/1     1/1       1     1     1     1     1/1       1     1     1     1       1     1     1     1                                                                                                                                                                                                                                | M1<br>19 [48.<br>(CENTER<br>00 [20]<br>00 [20] | 2<br>3]                                                                                                                                                                               | 7.                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                              | S CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DOWER SOURCE TO<br>EQUIPMENT.     BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>DIMENSIONAL DRAWINGS. THE DISTANCE BETHERE BASELINE "Z" AND THE FINISHED<br>FLOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT<br>BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>DIMENSIONAL DRAWINGS. THE DISTANCE BETHERE BASELINE "Z" AND THE FINISHED<br>FLOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRING GROUT ARE SET ON<br>A MINIMUM "I [25] THICK GROUT BED.     JUSE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.     LUBMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>UNLESS CERTIFIED, AND IN NO EVENT PRE-IPPE CLOSER THROUGH REDESIGN<br>MACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IN MILLIMETERS.     MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.     MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.     MOYED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.     MOST REGULATORY AUTHORITIES (INCLUDING OSHA IN THE USA) HOLD THE<br>OWNER/USER ULTIMATELY RESPONSIED TO MACHINE IS A SHE WORKING ENVIRONMENT.<br>MOST DECUSION OF CONSULTED FOR DIMENSIONS IN MACHINE IS TO BE<br>MOVED UNDERS CONSULTED FOR DIMENSIONS OR OPENINGS. |
| EFT/RIGHT DIMENSIONS). WH                                                                                                                                                                                                                                                                                                                               | E OF SHUTTLE ROLLER<br>N RECEIVING GOODS<br>M WASHER EXTRACTOR<br>$H = 10^{-1}$<br>$H = 10^{-1}$<br>H =                                                                                                                                                                                           | 332] 72 13/16 [1849] FOF<br>COL                                                                                                                                                       | Z<br>SELINE "Z" (REFERENCE<br>R VERTICAL DIMENSIONS)<br>RRESPONDS TO TOP OF<br>OUT. SEE NOTE 3 & 4. |                                                                                                                                                                                                                                                                                                                                                                                              | ACCORDINGLY, THE OWNER/USER MUST RECORNIZE ALL FORSINEABLE SAFETY HAZARDS,<br>FURNISH SAFETY INSTRUCTIONS AND EQUIDANCE TO ALL PERSONNEL WHO MAY COME<br>IN CONTACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>GUARDS, FENCES, RESTRAITS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT<br>MANUFACTURER OR VENDOR.<br>THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>STRENGTH (AND OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>STRENGTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT<br>FREQUENCY THEREOFT TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE<br>INCLUDING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORCES<br>GENERATED DURING TS OPERATION. WRITE THE FACTORY FOR ADDITIONAL MACHINE<br>DATA FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.<br>CLL4014FS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |











(N2)-(R2) (M2)-FINISHED FLOOR EDGE OF SHUTTLE ROLLER WHEN RECEIVING GOODS FROM WASHER EXTRACTOR FRONT (LO'135 END) VIEW RIGHT SIDE VIEW

029 SEE ,

DIMENSIONS VARIES  $\pm$  2 [51]

DUE TO SPRING TENSION

44 [1118]

्व

44 [1118]

7

3 3/8 [86] –

(R2)-

CENTERLINE "X" (REFERENCE -

FOR LEFT/RIGHT DIMENSIONS). SEE NOTE 3.

32 3/4

[831]

-(M4)

| TOP        | TOP   |
|------------|-------|
| $\bigcirc$ | RIGHT |

| DIMENSION "H" |      |  |  |  |
|---------------|------|--|--|--|
| INCHES        | mm   |  |  |  |
| 42 7/8        | 1089 |  |  |  |
| 38 7/8        | 987  |  |  |  |
| 39            | 991  |  |  |  |
| 39 1/2        | 1003 |  |  |  |
| 38            | 965  |  |  |  |
| 38            | 965  |  |  |  |
|               |      |  |  |  |
| E NOTE 8.     |      |  |  |  |

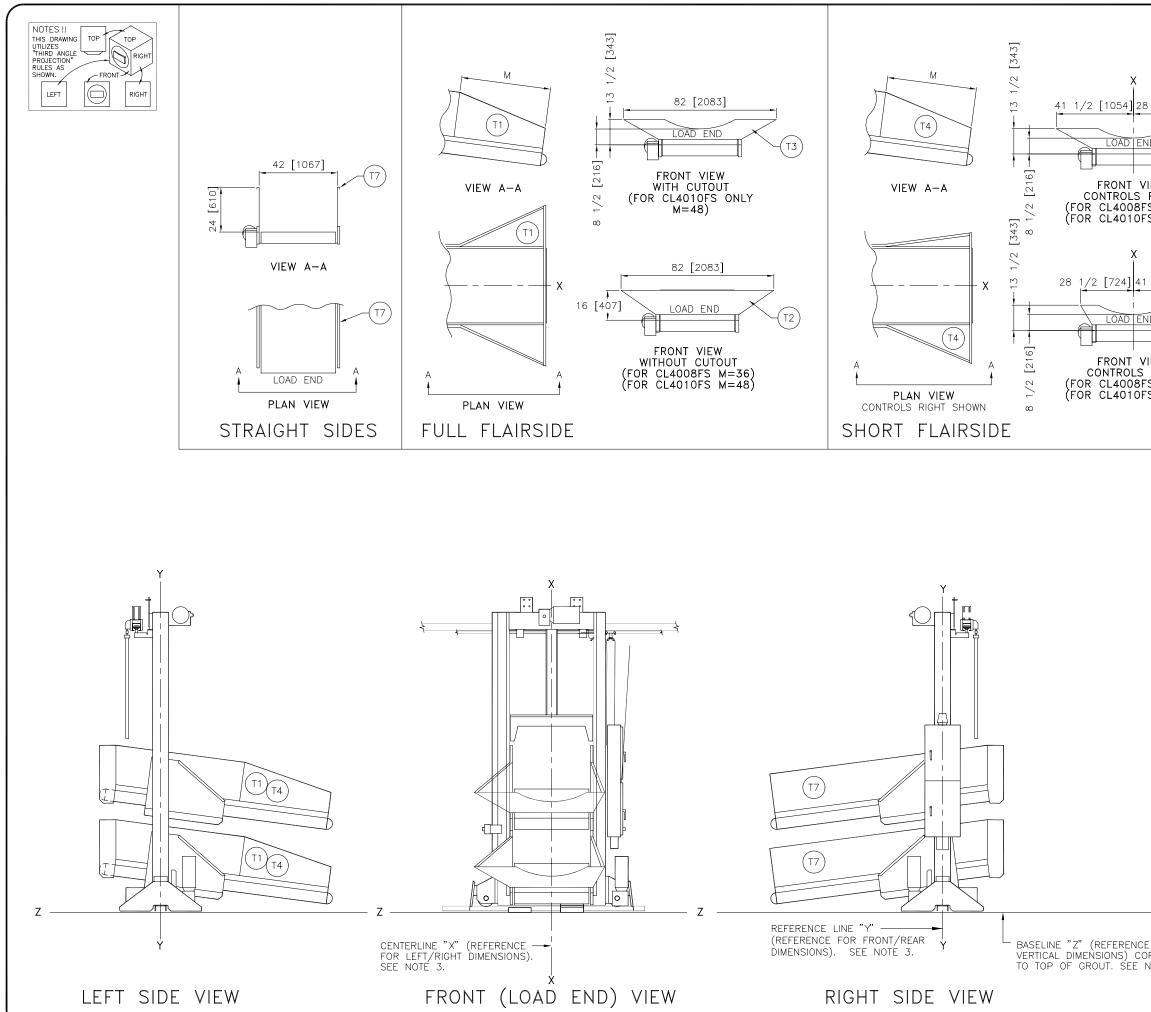
| EL        |       |
|-----------|-------|
| DIMENSION | √ "G" |
| INCHES    | mm    |
| 76 5/16   | 1938  |
| 100 1/8   | 2543  |
|           |       |

| THE F                    | ATTENTION<br>LOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>GTH (AND RIGDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT                                                                                                                                                                                                                         |
|--------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| MAINUF                   | ACTORER OR VENDOR.                                                                                                                                                                                                                                                                                                                                                |
| OWNER<br>ACCOR<br>FURNIS | AUSER ULTIMATELY DESPONSELE TO ADMITAIN A SAFE VORKING ENVIRONMENT<br>DINGEY, THE OWNER/USER MUST RECOONLE ALL FORESEENEL SAFETY HAZARDS,<br>IN SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME<br>TACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>S, FENCES, RESTRAINTS, OEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT |
| MOST                     |                                                                                                                                                                                                                                                                                                                                                                   |
| UN<br>MA<br>MA           | LEGANCES, AND TO OCCASIONAL CHANGES MITHOUT NOTICE INFOUGH REDESION<br>D/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>ILESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FWE FEET FROM<br>ICHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>VED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                         |
| TO                       | L DIMENSIONS SHOWN ARE APPROXIMATE SUBJECT TO NORMAL MANUFACTURING<br>LERANCES AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>D/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION                                                                                                                                                       |
| 2 NU                     | IMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.                                                                                                                                                                                                                                                                                                           |
| 3 US                     | SE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.                                                                                                                                                                                                                                                                                           |
| + BA                     | SELINE "2" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>WENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "2" AND THE FINISHED<br>OOR MAY VARY (WITH OHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT<br>SELINE "2" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>MINNUM 1" 25] THICK GROUT BED.                                |
| E L C                    | UIPMENT.                                                                                                                                                                                                                                                                                                                                                          |
| 5 CL<br>DI               | IECK LOCAL ELECTRIC CODES FOR FORTHER RESTRICTIONS.<br>JSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>SCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>GRINE, A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO                                                                                                     |
| 0                        | 36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)<br>48 [1219] IF OBJECT IS ANY LIVE PART.<br>IECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                  |
|                          | OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.                                                                                                                                                                                    |
|                          | TER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>JUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.                                                                                                                                                                                                                            |
| M/<br>FC<br>INI          | CHIME SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS<br>IN YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br>CORMATION.                                                                                                                                                                                                            |
| PL<br>PL                 | E SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br>ACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN. COMPONENT<br>CATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY                                                                                                                                                 |
| *8 *!!                   | H = 2 HIGH BEDS                                                                                                                                                                                                                                                                                                                                                   |
|                          | CL = MICROPROCESSOR/TRANSLATE/ELEVATES<br>40 = BELT WIDTH IN INCHES<br>08 = LENGTH OF BED (08-8'-0", 10=10'-6")<br>F = EXTENDS TO LOAD 8", STIKS TO DISCHARGE 8"                                                                                                                                                                                                  |
|                          | E SHUTTLE NAME CONFIGURATION IS AS FOLLOWS:                                                                                                                                                                                                                                                                                                                       |
| 10 TH<br>TH              | INDER OFFOSITE THE CONTRUES.<br>E HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>OSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY BE<br>ECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY.                                                                                                          |
| SH<br>TH<br>ME           | UTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br>E CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE RAIL<br>MBER OPPOSITE THE CONTROLS.                                                                                                                                                                                        |
| 11 EM                    | JL OR WALL.                                                                                                                                                                                                                                                                                                                                                       |
| 13 DI                    | MENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.<br>E BDLTRCLRAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF                                                                                                                                                                                                                                        |
| 15 CC                    | WINPRESSED AIR IS NEEDED ON ALL SHUTTLES THAT EXTEND/STIK, 1/2 [13] NPT.<br>E BDLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS.                                                                                                                                                                                                                                    |
|                          | ITIRE RAIL LENGTH.<br>SELIDE WILL ACCOMMODATE THE MODELS MENTIONED IN TABLE PROVIDING THE LOAI<br>JES NOT EXCEED THE CAPACITY OF APPROPRIATE MILNOR DRYER.                                                                                                                                                                                                        |
| 17 DI                    | IS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION.<br>VENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE                                                                                                                                                                                                                                          |
| 18 TH<br>RE              | E BOCL40FHBB FOR OPTIONS AND BED CONFIGURATION.<br>ESE SHUTTLES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.<br>FER TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS BDCL40FSBB AND                                                                                                                                                                   |
| DI                       | WENSION "H" IS FROM "Y" OF THE SHUTTLE TO"Y" OF THE DRYER. SEE DRYER<br>WENSIONAL DRAWING                                                                                                                                                                                                                                                                         |
|                          | NOTES                                                                                                                                                                                                                                                                                                                                                             |
| A1                       | AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES                                                                                                                                                                                                                                                                                                                        |
|                          | INTERFACE.                                                                                                                                                                                                                                                                                                                                                        |
| C1                       | HAND POSITION "DASHED").<br>POSITION OF MILNOR DRYER ROLLER TO SHOW PROPER                                                                                                                                                                                                                                                                                        |
| *E1                      | HAND POSITION "DASHED").<br>HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT                                                                                                                                                                                                                                                                                 |
| ε3<br>*E2                | LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT                                                                                                                                                                                                                                                                                                              |
| M1<br>E3                 | HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.                                                                                                                                                                                                                                                                                                                    |
| *M2                      | BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND LOCATION.                                                                                                                                                                                                                                                                                                         |
| *M3                      | BOTTOM DRIVE MOTOR IN "FACING PRESS" LEFT HAND<br>LOCATION.                                                                                                                                                                                                                                                                                                       |
|                          | LOCATION.                                                                                                                                                                                                                                                                                                                                                         |
| M5<br>*M4                | BELT MOTOR<br>BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND                                                                                                                                                                                                                                                                                                  |
|                          | MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST<br>FOR NUMBER OF CARS.                                                                                                                                                                                                                                                                                        |
| *N1                      | FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY                                                                                                                                                                                                                                                                                                                  |
| N3<br>N2                 | MOUNTING BRACKET FOR STOP SWITCH<br>SAFETY KICK PLATE, SPRING LOADED.                                                                                                                                                                                                                                                                                             |
| R1                       | UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE<br>PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                              |
| D1                       | BE PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                             |
|                          | BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY                                                                                                                                                                                                                                                                                                                |
| R2                       | PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                |

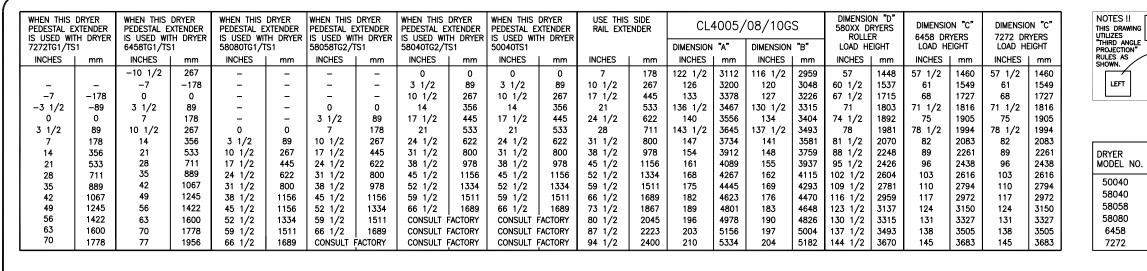
VERTICAL DIMENSIONS) CORRESPONDS TO TOP OF GROUT. SEE NOTE 3 & 4.

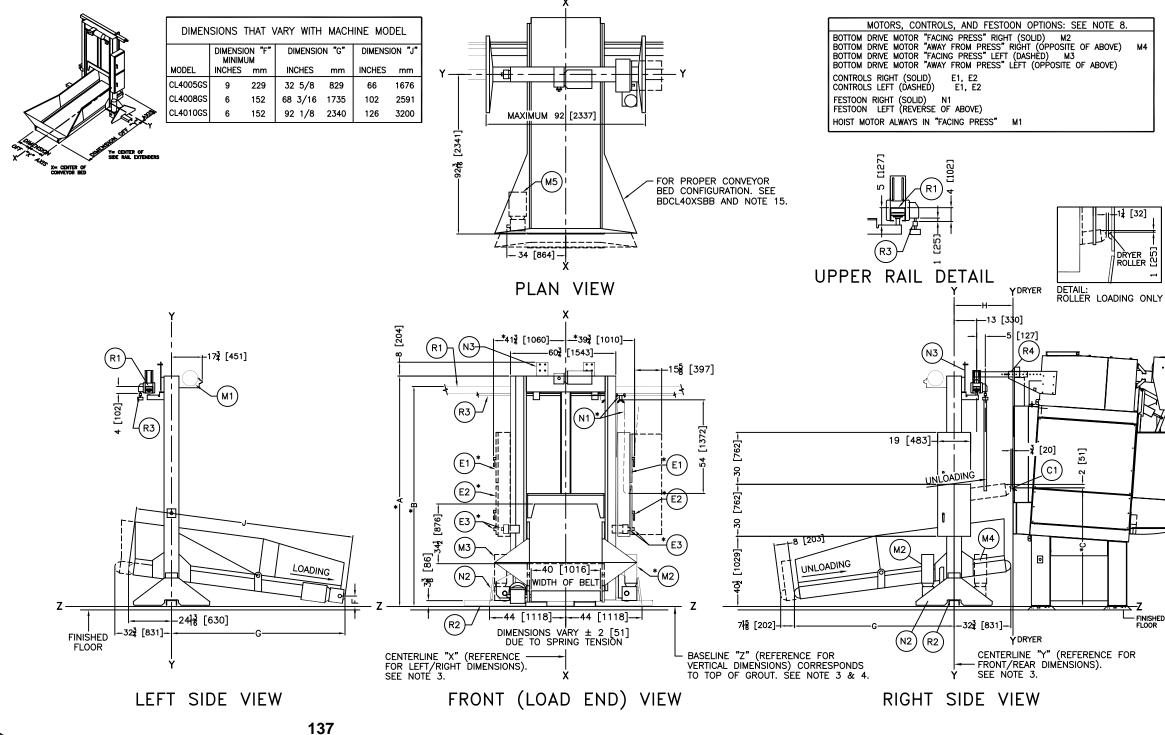
7

BASELINE "Z" (REFERENCE FOR



|                                                                                                          | 10 m                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 8 1/2 [724]<br>ND<br>T6<br>VIEW<br>RIGHT<br>FS M=36)<br>FS M=48)<br>1 1/2 [1054]<br>T5<br>VIEW<br>S LEET | T7 STRAIGHT SIDES, NO FLAIR.<br>T6 ENDGATE FOR SHORT FLAIR, CONTROLS RIGHT, WHEN USED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| S LEFT<br>FS M=36)                                                                                       | T5 ENDGATE FOR SHORT FLAIR, CONTROLS LEFT, WHEN USED.<br>T4 SHORT FLAIRSIDE, ALWAYS SHORTER ON CONTROL SIDE.                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| FS M=48)                                                                                                 | T3 ENDGATE WITH CUTOUT FOR FULL FLAIRSIDE, WHEN USED.<br>T2 ENDGATE FOR FULL FLAIRSIDE, WHEN USED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                                                                                          | T1 FULL FLAIRSIDE. ITEM LEGEND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                                                                                          | NOTES<br>15 THESE SHUTTLES ARE AVAILABLE WITH VARIOUS CONVEYOR BED CONFIGURATIONS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                                                                                          | REFER TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS BDCL40FSBE AND<br>THIS DRAWING FOR COMPELETE DIMENSIONAL INFORMATION.<br>14 COMPRESSED AIR IS NEEDED ON ALL SHUTTLES THAT EXTEND/STIK, 1/2 [13] NPT.                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                                          | 13 SEE BDLTRAILBE FOR DIMENSIONS OF RAILS AND SUPPORTS.<br>12 SEE BDLTRCIEBE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br>RAIL OR WALL.                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                          | 11 EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE<br>SHUTTLE. ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF<br>THE CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE RAIL                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                                          | MEMBER OPPOSITE THE CONTROLS.<br>10 THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE SHUTTLE MAY BE                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                                                          | SPECAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY.<br>9 THE SHUTTLE NAME CONFIGURATION IS AS FOLLOWS:<br>CL = MICROPROCESSOR/TRANSLATE/ELEVATES<br>40 = RFIT.WITH. IN INCHAST.                                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                          | 08 = LENGTH OF BED $(08=8'-6", 10=10'-6")$<br>F = EXTENDS TO LOAD 8", STIKS TO DISCHARGE 0"<br>H = 2 HIGH BEDS                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                                                                                          | *8 THE SHUTTLE IS AVAILABLE IN VARIOUS HEIGHTS, CONVEYOR SIZES AND COMPONENT<br>PLACEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN. COMPONENT<br>LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE EFFECTED BY<br>MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS<br>FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL<br>INFORMATION.                                                                                                                                                                                             |
|                                                                                                          | 7 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING<br>ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF CONVEYOR.                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                                          | 6 AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL<br>42 [067] IF OBJECT IS A COUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)<br>48 [1219] IF OBJECT IS ANY LIVE PARL<br>(ICAL ELECTRIC) CODES END ELEMENTE DESTRUCTIONS                                                                                                                                                                                                                              |
|                                                                                                          | CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.<br>5 CUSTONER TO SUPPLY CIRCUIT BREAKER OF FUSED BRANCH CIRCUIT<br>DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>MACHINE, A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br>EQUIPMENT.                                                                                                                                                                                                                                                                                                   |
|                                                                                                          | 4 BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHED<br>FLOOR MAY VARY (WITH CHANGES IN FLOOR HEICHT) AS REQUIRED TO INSURE THAT<br>BASELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>A MINIMUM 1 [25] THICK GROUT BED.                                                                                                                                                                                                                                       |
|                                                                                                          | 3 USE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.<br>2 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.<br>1 ALL DIMENSIONS SENONI APE APPROVIMATE SILEICT TO ANDMAI MANUFACTURING.                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                          | 1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>MACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                         |
|                                                                                                          | ATTENTION<br>MOST REGULATORY AUTHORITIES (INCLUDING OSHA IN THE USA) HOLD THE<br>OWNER/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.<br>ACCORDINGLY, THE OWNER/USER MUST RECOGNIZE ALL FORSEEABLE SAFETY HAZAROS,<br>FURNISH SAFETY INSTRUCTIONS AND QUIDANCE TO ALL PERSONNEL WHO MAY COME<br>IN CONTACT WITH THE INSTALLATION, AND PROVIDE ALL PERSONNEL WHO MAY COME<br>UNCONTACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>GUARDS, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT<br>MANUFACTURER OR VENDOR. |
| Z                                                                                                        | ATTEINION<br>THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>STRENGTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT<br>FREQUENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE<br>INCLUDING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORCES<br>GENERATED DURING ITS OPERATION. WRITE THE FACTORY FOR ADDITIONAL MACHINE<br>DATA FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL REGNEER.                                                                                                                            |
| CE FOR<br>ORRESPONDS                                                                                     | CL4010FH OPTIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| NOTE 3 & 4.                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                                                                                          | PELLERIN MILNOR CORPORATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 136                                                                                                      | P.O. Box 400 Kenner, LA 70063, USA, Phone 504/467-9591,<br>FAX 504/469-1849, Telex IIT 460124/PELM UI, Cable PELMILNOR                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |







| DIMENSION "H" |     |  |  |  |  |  |
|---------------|-----|--|--|--|--|--|
| INCHES        | mm  |  |  |  |  |  |
| 31            | 991 |  |  |  |  |  |
| 35            | 889 |  |  |  |  |  |
| 35            | 889 |  |  |  |  |  |
| 35 1/2        | 902 |  |  |  |  |  |
| 34            | 864 |  |  |  |  |  |
| 34            | 864 |  |  |  |  |  |

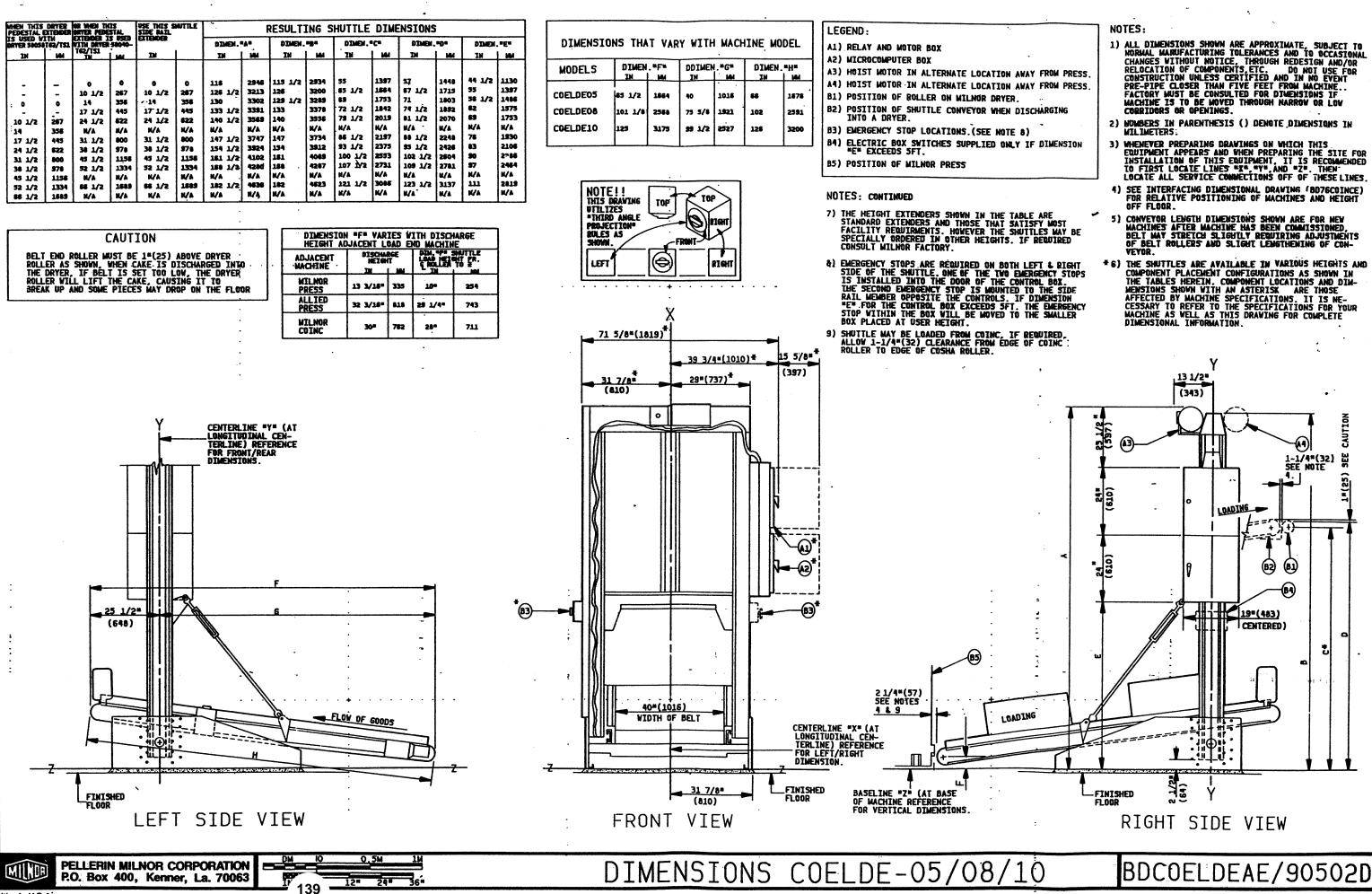




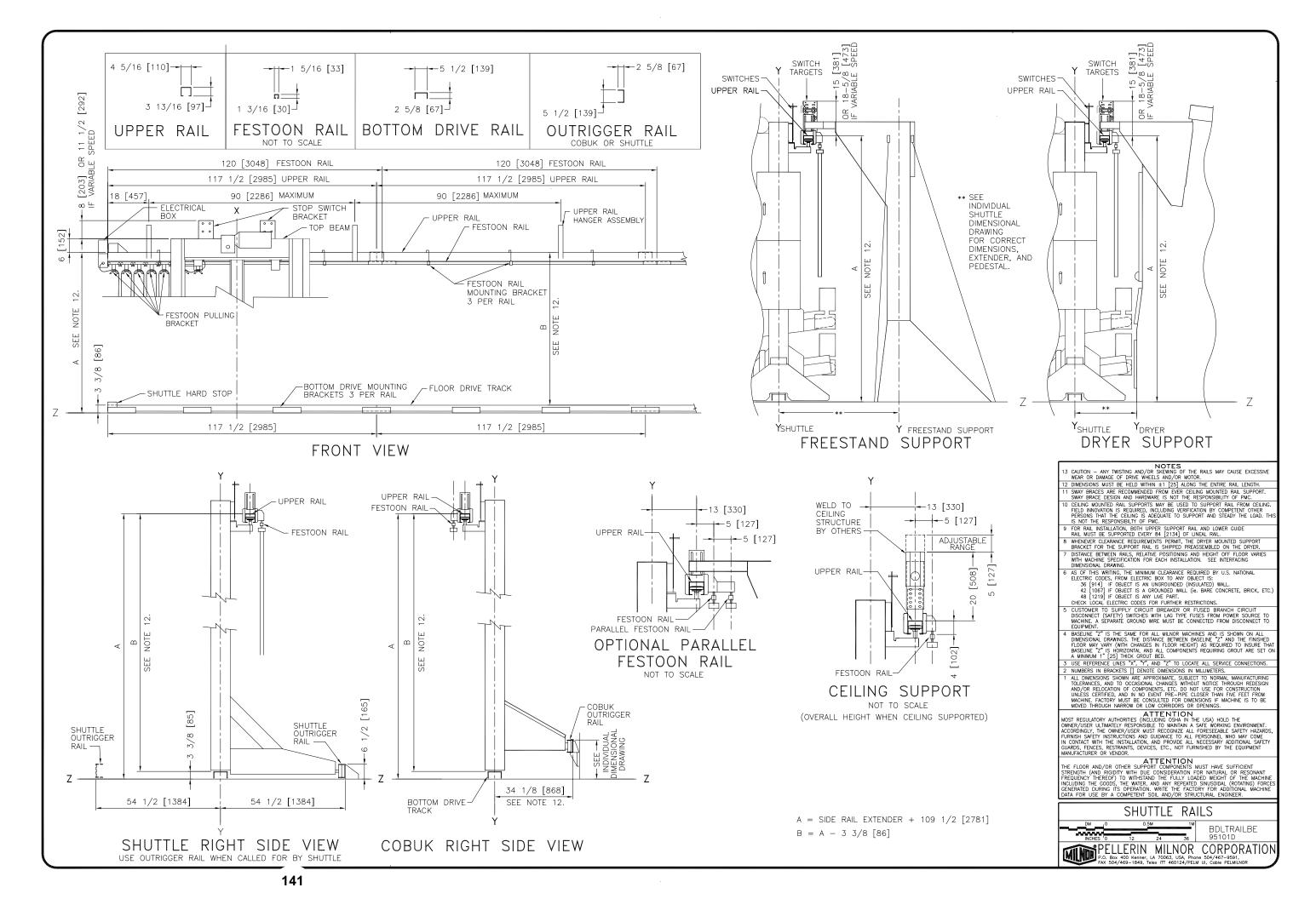


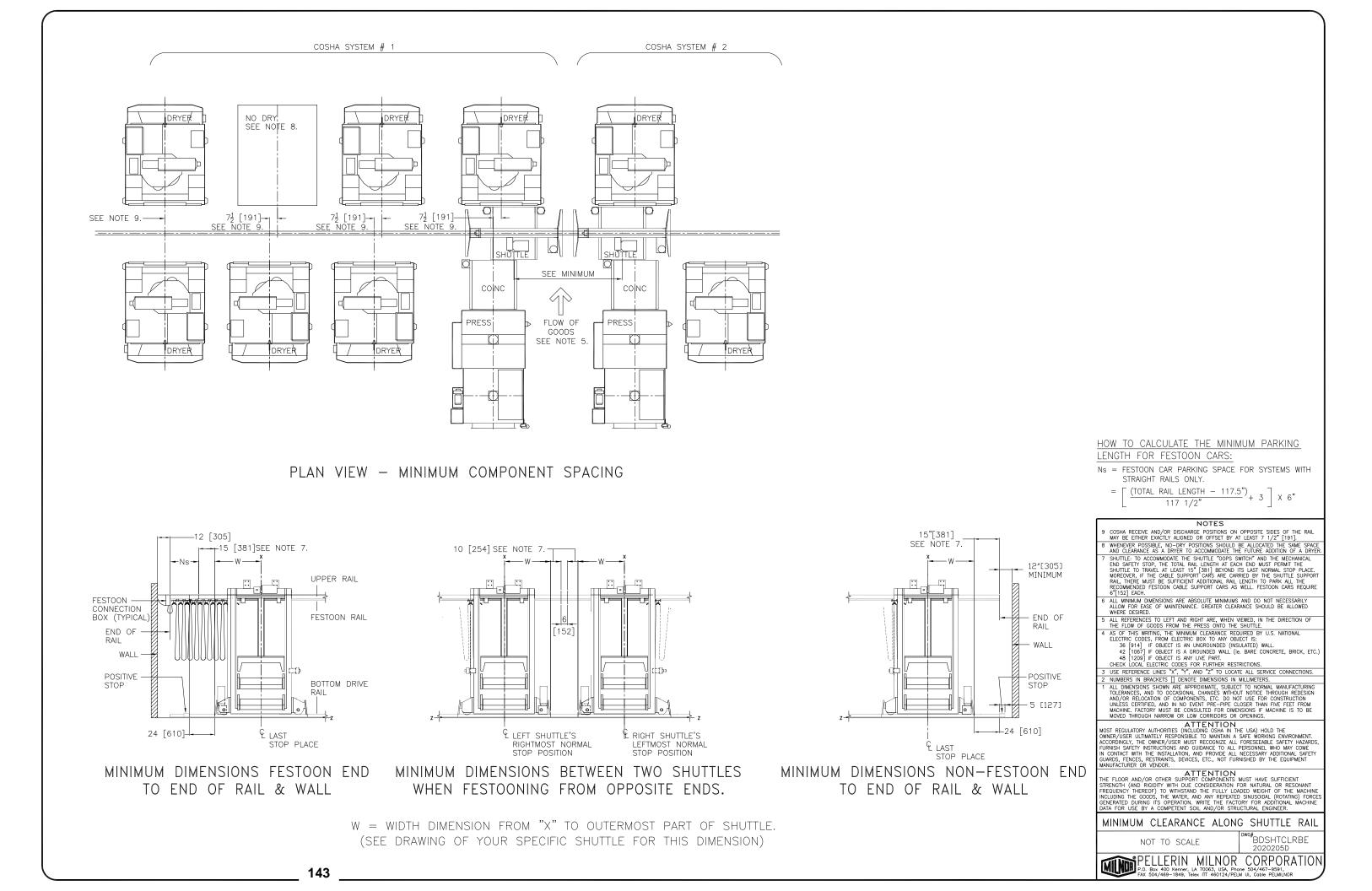
| R4      | DRYER MOUNTED RAIL SUPORT                             |
|---------|-------------------------------------------------------|
| R3      | FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE      |
|         | PRICED SEPARATELY. SEE PRICE LIST.                    |
| R2      | BOTTOM DRIVE RAIL, RAIL SUPPLIED BY MILNOR AND MAY    |
|         | BE PRICED SEPARATELY. SEE PRICE LIST.                 |
| R1      | UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE        |
|         | PRICED SEPARATELY. SEE PRICE LIST.                    |
| N3      | MOUNTING BRACKET FOR STOP SWITCH                      |
| N2      | STANDARD SAFETY KICK PLATE, SPRING LOADED.            |
| *N1     | FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY      |
|         | MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST   |
|         | FOR NUMBER OF CARS.                                   |
| M5      | BELT MOTOR                                            |
| *M4     | BOTTOM DRIVE MOTOR IN "AWAY FROM PRESS" RIGHT HAND    |
|         | LOCATION.                                             |
| *M3     | BOTTOM DRIVE MOTOR IN "FACING PRESS" RIGHT HAND       |
|         | LOCATION.                                             |
| *M2     | BOTTOM DRIVE MOTOR IN STANDARD "FACING PRESS" LEFT    |
|         | HAND LOCATION.                                        |
| M1      | HOIST MOTOR ALWAYS IN "FACING PRESS" LOCATION.        |
| E3      | EMERGENCY STOP BUTTON. SEE NOTE 10.                   |
| *E2     | LOW VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT  |
|         | HAND POSITION "DASHED").                              |
| *E1     | HIGH VOLTAGE CONTROL BOX IN RIGHT HAND POSITION (LEFT |
|         | HAND POSITION "DASHED").                              |
| C1      | POSITION OF MILNOR DRYER LOAD SHELF                   |
|         |                                                       |
| ITEM    | LEGEND                                                |
| <u></u> |                                                       |
|         |                                                       |

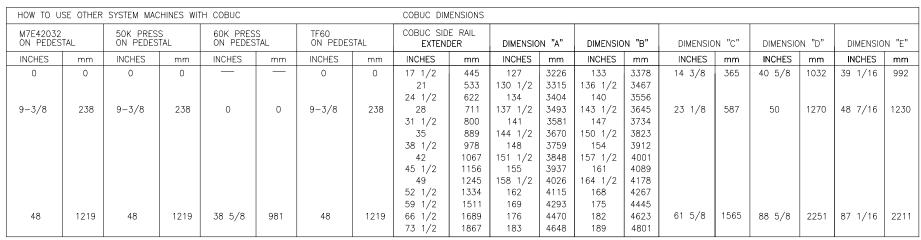
NOTES DIMENSION "H" IS FROM "Y" OF THE SHUTTLE TO "Y" OF THE DRYER. SEE DRYER DIMENSIONAL DRAWING 16 DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD WITHIN 1/4" [6] ALONG THE ENTIRE RAIL LENGTH. 15 SEE BOCL40XSBB FOR DIMENSIONS OF HORIZONTAL BED, BED CONFIGURATION, ANI VARIABLE SPEED OPTIONS. 14 SEE BOLTRAILAE FOR DIMENSIONS OF RAILS AND SUPPORTS 13 DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED. 15 DIMEDIAION VIEWS MITH TELEVITY OF CHURCHS MILLI VAUGUL.
 15 SEE BOLTRCLRAE FOR DIMENSIONS OF SHUTTLE ALST STOP PLACE TO END OF RAIL OR WALL.
 11 AFTER MACHINE HAS BEEN COMMISSIONED, BELT MAY STRETCH SLIGHTLY REQUIRING ADJUSTMENT OF BELT ROLLERS AND SLIGHT LENGTHENING OF COMPYOR.
 10 EMERGENCY STOPS ARE REQUIRED ON BOTH LET AND RIGHT SIDES OF THE SHUTTLE. ONE OF THE TWO EMERGENCY STOP IS INSTALLED INTO THE DOOR OF THE CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SDOE RAIL MEMBER OPPOSITE THE CONTROLS.
 17 THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND THOSE THAT SATISFY WOST FACILITY REQUIRED. CONSULT THE MILNOR FACTORY.
 18 THE SHUTTLE IS AVAILABLE IN VARIUS HEIGHTS. FOMEVED. TO THE SDOE RAIL DAGEMENT CONFIGURATIONS AS SHOWN IN THE TABLES HEREIN. COMPONENT LOCATIONS AND DIMENSIONS SHOWN WITH AN THE TABLES HEREIN. COMPONENT LOCATIONS AND DIMENSIONS SHOWN WITH AN STERKS ARE THOSE FRECTED BY MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE SPECIFICATIONS FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE DIMENSIONAL INFORMATION. 12 SEE BOLTRCLRAE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF INFORMATION. 7 THE CL4005GS SHUTTLE CONFIGURATION IS AS FOLLOWS: CL = MICROPROCESSOR/TRANSLATE/FLEVATES 40 = BELT WIDTH IN INCHES 05 = LENGTH 0F BED (05-5'-6', 08-8'-6'', 10=10'-6'') G = EXTENDS TO LOAD 8'', STIKS TO DISCHARGE 0'' C = SINGI & RED INFORMATION. C = EXTENDS TO CLOAD S<sup>\*</sup>, STIKS TO DISCHARGE O<sup>\*</sup>
 S = SINGLE BED
 AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:
 36 [914] IF OBJECT IS AN UNROPUNCEI (INSULATED) WALL
 42 [1067] IF OBJECT IS A OROUNDED WALL (I.e. BARE CONCRETE, BRICK, ETC.)
 48 [1219] IF OBJECT IS AN UNROPUNCEI (INSULATED) WALL.
 51 (JISTOMERT OS SUPPLY CIRCUIT DREAKER OR FUSED BRANCH CIRCUIT DISCOMMET (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO MACHINE A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO EQUIRMENT.
 4 BASELINE 72' IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE 72' AND THE FINISHED FLOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT BASELINE 72' IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE 72' AND THE FINISHED FLOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT BASELINE 72' IS THE SAME FOR ALL COMPONENTS REQUIRING GROUT ARE SET ON A MINIMUM 1' [25] THICK GROUT BED.
 3 USE REFERENCE LINES 'Y., 'Y', AND 72' TO LOCATE ALL SERVICE CONNECTIONS.
 2 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.
 1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING TOLERANCES, AND IN O CACASIONAL CHANGES WITH PROUT NOTE THROUGH REDESIGN AND/OR RELOCATION AD IN NO CACHINGLY RECLOSER THAN FWE FEET FROM MACHINE Y', AND IN NO CACHINGE TO RECLOSE TO NORMAL MANUFACTURING TOLERANCES, AND IN NO CACASIONAL CHANGES ON TO NORMAL MANUFACTURING MACHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE MOVED TAROUGH NAROW OR LOW CORRIDORS OR OPENNOS.
 MACHINE, FACTORY AND IN NO CACHINGLY CORRECLOSER THAN FWE FEET FROM MACHINE IS TO BE MOVED TAROUGH NAROW OR COW CORRIDORS OR OPENNOS.
 MACHINE FEORMAL MAROW OR COW = SINGLE BED ATTENTION ON LOW CURRIDORS OR OPENINGS. ATTENTION MOST REGULATORY AUTHORITIES (INCLUDING OSHAI IN THE USA) HOLD THE OWINER/USER ULTIMATELY RESPONSIBLE TO MINITAIN A SAFE WORKING ENVIRONMENT. ACCORDINGLY, THE OWNER/USER MUST RECOONJECT ALL FORESEABLE SAFETY HAZARDS, FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PORESONNEL WHO MAY COME IN CONTACT WITH THE INSTRUCTIONS, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY IN CONTACT WITH THE INSTRUCTIONS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT MANUFACTURER OR VENDOR. MANUFACTURER OR VENDOR. ATTENTION THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT STRENGTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT FREQUENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE INCLUDING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORCES GENERATED DURING ITS OPERATION. WITHT THE FACTORY FOR ADDITIONAL MACHINE DATA FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER. CL4005/08/10GS BDCL40GSAE 0.5M 2008316D PELLERIN MILNOR CORPORATION P.O. Box 400 Kenner, LA 70063, USA, Phone 504/467-9591, FAX 504/469-1849, Telex ITT 460124/PELM UI, Cable PELMILNOR



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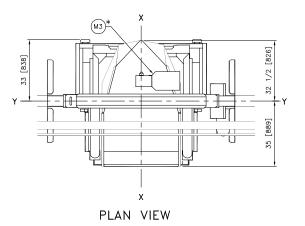


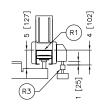


\*\* FOR HEIGHTS NOT SHOWN ON CHART, CONSULT FACTORY.

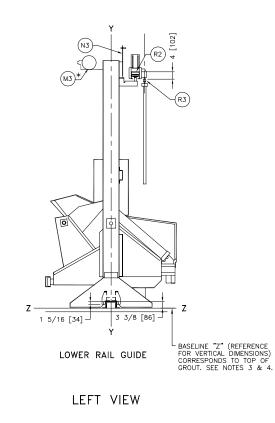
145

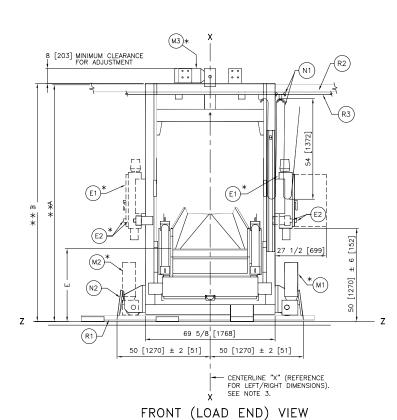
| CBW MODEL<br>NUMBER | DIMENSION "F"<br>INCHES mm |
|---------------------|----------------------------|
| 76028               | 51 1/2 1308                |
| 76032               | 46 1168                    |
| 76039               | 51 1/2 1308                |

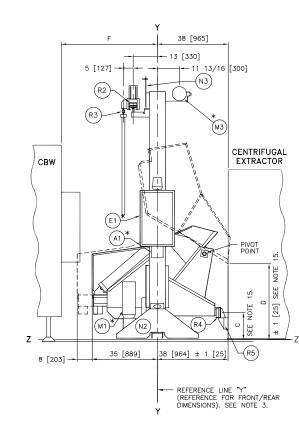




UPPER RAIL DETAIL









| R5                                          | EXTRACTOR OUTRIGGER RAIL BRACKET                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |  |  |  |  |  |  |  |  |
|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|
| R4<br>R3                                    | OUTRIGGER RAIL COBUC<br>FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                                                                                                                                                                |  |  |  |  |  |  |  |  |  |  |
| 110                                         | PRICED SEPARATELY. SEE PRICE LIST                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |  |  |  |  |  |  |  |  |
| R2                                          | UPPER RAIL, RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                                                                                                                                                                                          |  |  |  |  |  |  |  |  |  |  |
| R1                                          | PRICED SEPARATELY. SEE PRICE LIST<br>BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY                                                                                                                                                                                                                                                                                                                                                                                 |  |  |  |  |  |  |  |  |  |  |
|                                             | BE PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |  |  |  |  |  |  |  |  |
| N3                                          | MOUNTING BRACKET FOR STOP SWITCH                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |  |  |  |  |  |  |  |  |
| N2<br>N1                                    | SAFETY KICK PLATE, SPRING LOADED.<br>FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY                                                                                                                                                                                                                                                                                                                                                                                   |  |  |  |  |  |  |  |  |  |  |
|                                             | MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |  |
|                                             | FOR NUMBER OF CARS.                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |  |
| *M3<br>*M2                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |  |  |  |  |  |  |  |  |  |
| *M1                                         | BOTTOM DRIVE MOTOR IN LEFT HAND LOCATION.<br>BOTTOM DRIVE MOTOR IN RIGHT HAND LOCATION.                                                                                                                                                                                                                                                                                                                                                                                 |  |  |  |  |  |  |  |  |  |  |
| E2                                          | EMERGENCY STOP BUTTONS                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  |  |
| *E1<br>A2                                   | COBUC CONTROL BOX<br>COMPRESSED AIR, 1/2" HOSE CONNECTION, SEE NOTE 13.                                                                                                                                                                                                                                                                                                                                                                                                 |  |  |  |  |  |  |  |  |  |  |
| *A1                                         | AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES.                                                                                                                                                                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  |  |
| ITEM                                        | LEGEND                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  |  |
|                                             | NOTES                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |  |  |  |  |  |  |  |  |  |
| 17 SE<br>RF                                 | E BDM7EDRNAE AND BDM7EDRNAB FOR INFORMATION ON DRAIN TROUGH<br>COMMENDED FOR COBUC AND EXTRACTOR.                                                                                                                                                                                                                                                                                                                                                                       |  |  |  |  |  |  |  |  |  |  |
| 16 DI                                       | MENSIONS IN UPPER RAIL DETAIL MUST BE HELD ± 1" [25] ALONG THE<br>TIRE RAIL LENGTH.                                                                                                                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |  |
| 15 LO<br>50                                 | AD CHUTE OF 60KG PRESS IS 9-3/8" (238) HIGHER THAN LOAD CHUTE OF<br>KG PRESS, TP60 PRESS AND M7E42032.                                                                                                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  |  |
| SE                                          | E CHART FOR HOW TO INTERFACE THESE MACHINES.<br>FETY FENCING MUST BE INSTALLED TO PREVENT ACCESS INTO THE PATH OF                                                                                                                                                                                                                                                                                                                                                       |  |  |  |  |  |  |  |  |  |  |
| CC                                          | BUC WHILE IT IS RUNNING. NOT SUPPLIED BY PMC.<br>MPRESSED AIR IS NEEDED ON ALL COBUCS, 1/2 [13] BARBED HOSE FITTING.                                                                                                                                                                                                                                                                                                                                                    |  |  |  |  |  |  |  |  |  |  |
| LO                                          | CATED AT END OF RAIL, OFF OF FESTOON JUNCTION BOX.<br>E BDLTRAILBE FOR DIMENSIONS OF RAILS AND SUPPORTS.                                                                                                                                                                                                                                                                                                                                                                |  |  |  |  |  |  |  |  |  |  |
| 11 DI                                       | MENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |  |
| RA                                          | E BDLTRCLRBE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF<br>IL OR WALL.                                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |  |  |  |  |
| CC<br>ME                                    | 9 EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE COBUC.<br>ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF THE<br>CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE RAIL<br>MEMBER OPPOSITE THE CONTROLS.                                                                                                                                                                                                                    |  |  |  |  |  |  |  |  |  |  |
| 8 TH<br>TH<br>SP                            | 8 THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>THOSE THAT SATISFY MOST FACILITY REQUIREMENTS. HOWEVER, THE COBUC MAY BE<br>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILLOR FACTORY.                                                                                                                                                                                                                                          |  |  |  |  |  |  |  |  |  |  |
| CC<br>EF<br>SP                              | E COBUC IS AVAILABLE IN VARIOUS HEIGHTS AND COMPONENT PLACEMENT.<br>MPONENT LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE<br>FECTED BY MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE<br>EQIFICATIONS FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE<br>MENSIONAL INFORMATION.                                                                                                                                                              |  |  |  |  |  |  |  |  |  |  |
|                                             | OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:                                                                                                                                                                                                                                                                                                                                                   |  |  |  |  |  |  |  |  |  |  |
|                                             | 36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)<br>48 [1219] IF OBJECT IS ANY LIVE PART.<br>ECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                                                                                                                         |  |  |  |  |  |  |  |  |  |  |
| 5 CL                                        | LEVE BOORE ELECTING COULS FOR TOWING THE RESIDENTIAL RESIDENT OF COULS TO CONCETT<br>SCONNECT (SAFETY) SWITCHES WITH LAS TYPE FUSES FROM POWER SOURCE TO<br>CHINE A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO                                                                                                                                                                                                                                           |  |  |  |  |  |  |  |  |  |  |
| E C                                         | IIDMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |  |  |  |  |  |  |  |  |  |
| DI<br>FL<br>BA<br>A                         | SELINE "2" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>MENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "2" AND THE FINISHED<br>OOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT<br>SELINE "2" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>MINIMUM 1" [25] THICK GROUT BED.                                                                                                                                    |  |  |  |  |  |  |  |  |  |  |
| 3 US<br>2 NI                                | INTERFERENCE LINES X, Y, AND Z TO LOCATE ALL SERVICE CONNECTIONS.                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |  |  |  |  |  |  |  |  |
| 1 AL<br>TO                                  | L DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>LERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN                                                                                                                                                                                                                                                                                                                              |  |  |  |  |  |  |  |  |  |  |
| AN<br>UN<br>MA<br>MC                        | L DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>LERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>D/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>ILESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>CHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>IVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                       |  |  |  |  |  |  |  |  |  |  |
| OWNER<br>ACCOR<br>FURNIS<br>IN CON<br>GUARD | ATTENTION<br>REGULATORY AUTHORITES (INCLUDING OSHA IN THE USA) HOLD THE<br>/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.<br>DINGLY, THE OWNER/USER MUST RECOGNIZE ALL FORESEEABLE SAFETY HAZARDS,<br>IN SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME<br>ITACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>S, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT<br>ACTURER OR VENDOR. |  |  |  |  |  |  |  |  |  |  |
| FREOU                                       | ATTENTION<br>LOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>GTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT<br>ENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE<br>ING THE GOOS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATIOS) FORCES<br>ATED DURING ITS OPERATION, WRITE THE FACTORY FOR ADDITIONAL MACHINE<br>FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.                                             |  |  |  |  |  |  |  |  |  |  |
|                                             | COBUC-E                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |  |  |  |  |  |  |  |  |  |
|                                             | DW 0 0.5M 1M BDCOBUCEAE                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |  |  |  |  |  |  |  |  |  |
| M                                           | PELLERIN MILNOR CORPORATION<br>F.O. Box 400 Kenner, LA 70063, USA, Phone 504/467-9591,<br>FAX 504/469-1849, Telex IIT 460124/PELM UI, Cable PELMILNOR                                                                                                                                                                                                                                                                                                                   |  |  |  |  |  |  |  |  |  |  |

NOTES !!

THIS DRAWING UTILIZES "THIRD ANGLE PROJECTION" RULES AS SHOWN.

LEFT

TOP 1

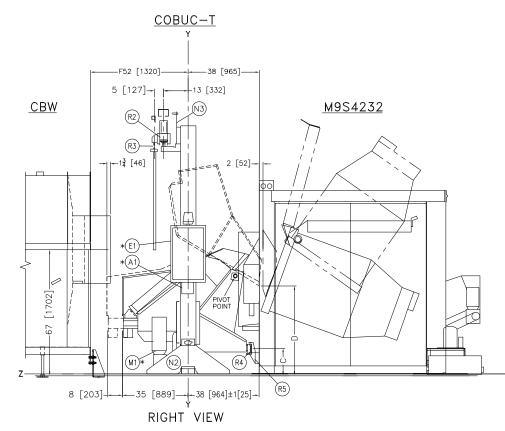
TOP

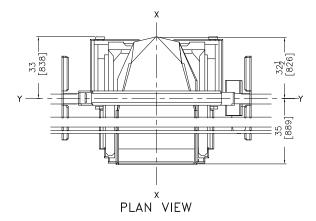
RIGHT

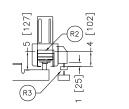
| CBW MODEL<br>NUMBER | DIMENSIO<br>INCHES | )N "F"<br>mm |
|---------------------|--------------------|--------------|
| 76028               | 52                 | 1321         |
| 76032               | 46                 | 1168         |
| 76039               | 52                 | 1321         |

| ном то | USE OTH | ER SYSTEM           | MACHINE | ES WITH CC         | DBUC |                    |     | COBUC DIM | IENSIONS |          |        |          |        |          |        |          |       |          |       | NOTES !!                                                |
|--------|---------|---------------------|---------|--------------------|------|--------------------|-----|-----------|----------|----------|--------|----------|--------|----------|--------|----------|-------|----------|-------|---------------------------------------------------------|
| M9S42  | 032     | M9V42032<br>ON PEDE |         | 50K PRE<br>ON PEDE |      | 60K PRE<br>ON PEDE |     | COBUC SID |          | DIMENSIC | )n "A" | DIMENSIC | )N "B" | DIMENSIC | )N "C" | DIMENSIO | N "D" | DIMENSIC | N "E" | THIS DRAWING<br>UTILIZES<br>"THIRD ANGLE<br>PROJECTION" |
| NCHES  | mm      | INCHES              | mm      | INCHES             | mm   | INCHES             | mm  | INCHES    | mm       | INCHES   | mm     | INCHES   | mm     | INCHES   | mm     | INCHES   | mm    | INCHES   | mm    | RULES AS<br>SHOWN.                                      |
|        |         | 0                   | 0       | 0                  | 0    |                    |     | 10 1/2    | 267      | 120      | 3048   | 126      | 3200   | 14 3/8   | 365    | 40 5/8   | 1032  | 39       | 991   | SHOWN.                                                  |
| 0      | 0       |                     |         |                    |      |                    |     | 17 1/2    | 445      | 127      | 3226   | 133      | 3378   | 14 3/8   | 365    | 47 5/8   | 1210  | 46       | 1168  |                                                         |
|        |         | 9-3/8               | 238     | 9-3/8              | 238  | 0                  | 0   | 21        | 533      | 130 1/2  | 3315   | 136 1/2  | 3467   | 23 1/8   | 587    | 50       | 1270  | 48 7/16  | 1230  |                                                         |
|        |         | 48                  | 1219    | 48                 | 1219 | 38 5/8             | 981 | 59 1/2    | 1511     | 169      | 4293   | 175      | 4445   | 14 3/8   | 365    | 88 5/8   | 2251  | 87       | 2210  |                                                         |

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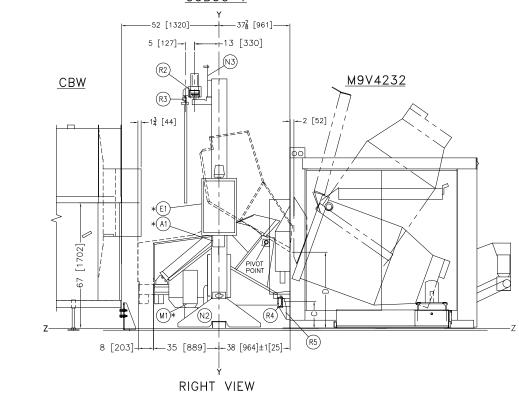


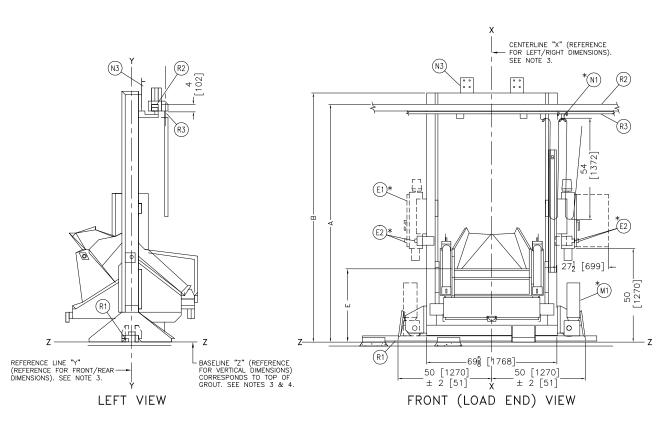




UPPER RAIL DETAIL





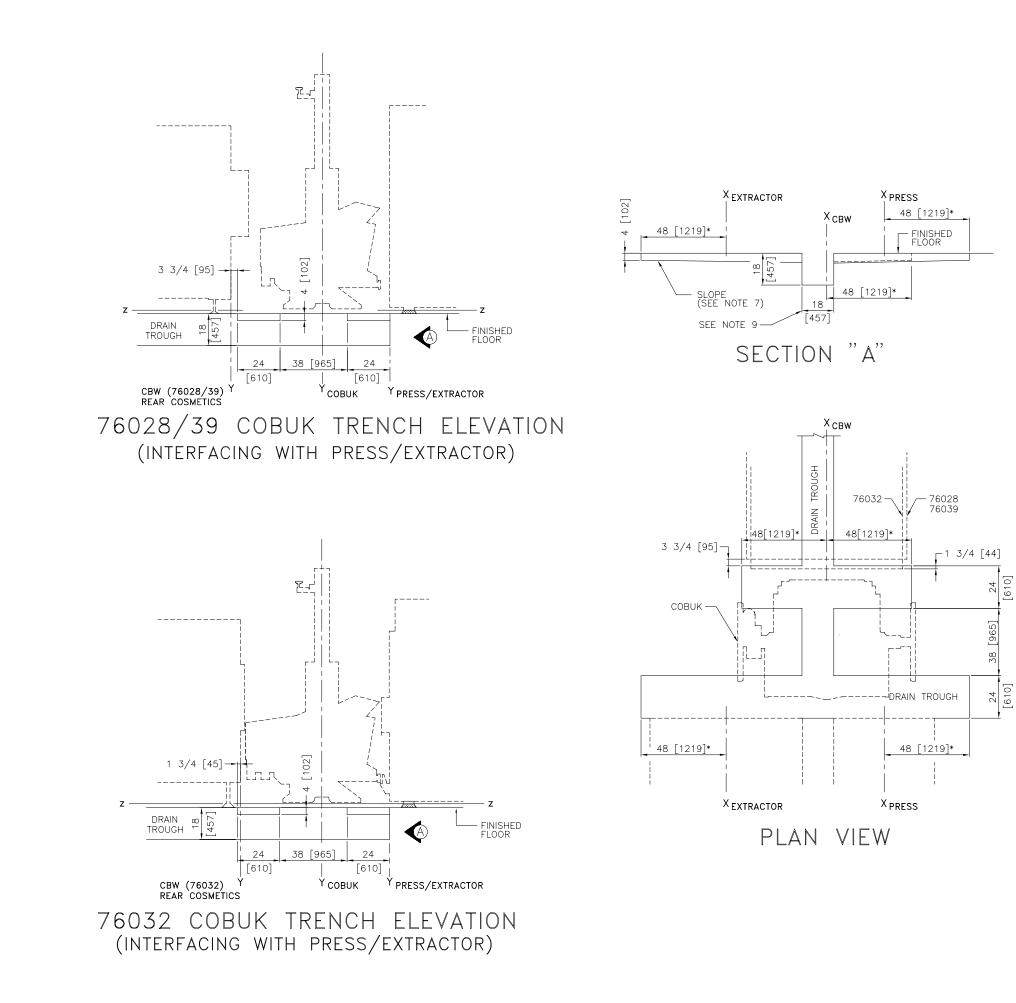


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|     | R5                          | EXTRACTOR OUTRIGGER RAIL BRACKET                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|-----|-----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     | R4                          | OUTRIGGER RAIL COBUC                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|     | R3                          | FESTOON RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|     |                             | PRICED SEPARATELY. SEE PRICE LIST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|     |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|     | R2                          | UPPER RAIL. RAIL SUPPLIED BY MILNOR AND MAY BE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|     |                             | PRICED SEPARATELY. SEE PRICE LIST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|     | R1                          | BOTTOM DRIVE RAIL. RAIL SUPPLIED BY MILNOR AND MAY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|     |                             | BE PRICED SEPARATELY. SEE PRICE LIST.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|     | N3                          | MOUNTING BRACKET FOR STOP SWITCH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|     | N2                          | SAFETY KICK PLATE, SPRING LOADED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|     | N1                          | FESTOON CABLE SUPPORT CARS. CARS ARE SUPPLIED BY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|     |                             | MILNOR AND MAY BE PRICED SEPARATELY. SEE PRICE LIST                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|     |                             | FOR NUMBER OF CARS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|     | *M2                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|     | *M                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|     | _                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|     | E2                          | EMERGENCY STOP BUTTONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|     | *E1                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|     | A2                          | COMPRESSED AIR, 1/2" HOSE CONNECTION, SEE NOTE 13.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|     | *A1                         | I AIR VALVE BOX. ALWAYS UNDER ELECTRIC BOXES.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|     | ITE                         | LEGEND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|     |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|     | 17                          | NOTES<br>SEE BDM7EDRNAE AND BDM7EDRNAB FOR INFORMATION ON DRAIN TROUGH                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|     | 1                           | RECOMMENDED FOR COBUC AND EXTRACTOR.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|     | 16                          | DIMENSIONS IN UPPER RAIL DETAIL MUST BE HELD ± 1" [25] ALONG THE<br>ENTIRE RAIL LENGTH.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|     | 15                          | LOAD CHUTE OF 60KG PRESS IS 9-3/8" (238) HIGHER THAN LOAD CHUTE OF                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|     |                             | 50KG PRESS, TP60 PRESS AND M7E42032.<br>SEE CHART FOR HOW TO INTERFACE THESE MACHINES.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| - Z | 14                          | SAFETY FENCING MUST BE INSTALLED TO PREVENT ACCESS INTO THE PATH OF COBUC WHILE IT IS RUNNING. NOT SUPPLIED BY PMC.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|     |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|     | 13                          | COMPRESSED AIR IS NEEDED ON ALL COBUCS, 1/2 [13] BARBED HOSE FITTING.<br>LOCATED AT END OF RAIL, OFF OF FESTOON JUNCTION BOX.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|     |                             | SEE BDLTRAILBE FOR DIMENSIONS OF RAILS AND SUPPORTS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|     |                             | DIMENSION VARIES WITH HEIGHT OF EXTENDERS WHEN ADDED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|     | 10                          | SEE BDLTRCLRBE FOR DIMENSIONS OF SHUTTLE AT LAST STOP PLACE TO END OF RAIL OR WALL.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|     | 9                           | EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE COBUC.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|     |                             | EMERGENCY STOPS ARE REQUIRED ON BOTH LEFT AND RIGHT SIDES OF THE COBUC.<br>ONE OF THE TWO EMERGENCY STOPS IS INSTALLED INTO THE DOOR OF THE<br>CONTROL BOX. THE SECOND EMERGENCY STOP IS MOUNTED TO THE SIDE RAIL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|     |                             | MEMBER OPPOSITE THE CONTROLS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|     | 8                           | THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|     | ;                           | THE HEIGHT EXTENDERS SHOWN IN THE TABLE ARE STANDARD EXTENTIONS AND<br>THOSE THAT SATISTY MOST FACILITY REQUIREMENTS. HOWEVER, THE COBUC MAY BE<br>SPECIAL ORDERED IN OTHER HEIGHTS IF REQUIRED. CONSULT THE MILNOR FACTORY.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|     | *7                          | THE COBUC IS AVAILABLE IN VARIOUS HEIGHTS AND COMPONENT PLACEMENT.<br>COMPONENT LOCATIONS AND DIMENSIONS SHOWN WITH AN ASTERISK ARE THOSE<br>FFRECTED BY MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|     |                             | EFFECTED BY MACHINE SPECIFICATIONS. IT IS NECESSARY TO REFER TO THE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|     |                             | SPECIFICATIONS FOR YOUR MACHINE AS WELL AS THIS DRAWING FOR COMPLETE<br>DIMENSIONAL INFORMATION.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|     | 6                           | AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|     |                             | AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNGROUNDED (INSULATED) WALL<br>42 [067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|     |                             | 42 [1067] IF OBJECT IS A GROUNDED (INSULATED) WALL.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|     |                             | 48 [1219] IF OBJECT IS ANY LIVE PART.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|     |                             | CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|     | 5                           | CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>MACHINE: A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|     |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|     | 4                           | CROFERENT.<br>BASELINE "2" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "2" AND THE FINISHED<br>FLOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT<br>BASELINE "2" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON<br>A MINIMUM I" [25] THICK GROUT BED.<br>USE DEFERDENCE LINES "2" AND "2" TO LOCATE ALL SERVICE CONNECTIONS                                                                                                                                                                                                                                                                                           |
|     |                             | DIMENSIONAL DRAWINGS. THE DISTANCE BETWEEN BASELINE "Z" AND THE FINISHED                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|     |                             | BASELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET ON                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|     |                             | A MINIMUM 1" [25] THICK GROUT BED.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|     |                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|     | 5                           | USE REFERENCE LINES X, T, AND Z TO EDGATE ALL SERVICE CONNECTIONS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|     | 2                           | NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|     | 2                           | UNMERS IN BRACKETS , TO NOT 2 TO COME ALL SENTE CONTECTIONS.<br>NUMERS IN BRACKETS , TO NOT DENSIONS IN NULMETERS.<br>ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLEBANCES AND TO OCCASIONAL CHANNES WITHOUT NOTCE THEOREM.                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|     | 2                           | UNMERS IN BRACKETS , TO NOT 2 TO COME ALL SENTE CONTECTIONS.<br>NUMERS IN BRACKETS , TO NOT DENSIONS IN NULMETERS.<br>ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLEBANCES AND TO OCCASIONAL CHANNES WITHOUT NOTCE THEOREM.                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|     | 2                           | UNMERES IN BRACKETS [] DENOTE DIMENSIONS IN MULLIMETERS.<br>ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>ND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>NUNCESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN THE FEET FROM<br>MACHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE                                                                                                                                                                                                                                                                                             |
|     | 2                           | UNMERES IN BRACKETS ] DENTE DIMENSIONS IN MULLIMETERS.<br>ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>NM/O/R RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>NUNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>WACHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>MOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                                                                                       |
|     | 2                           | UNMERS IN BRACKETS ] DENOTE DIMENSIONS IN MILLINETERS.<br>ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, AND TO OCCSOINAL CHANGES WITHOUT NOTICE THROUGH REDESION<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>MACHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>WOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                    |
|     | 2                           | UNMERS IN BRACKETS ] DENOTE DIMENSIONS IN MILLINETERS.<br>ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, AND TO OCCSOINAL CHANGES WITHOUT NOTICE THROUGH REDESION<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>MACHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>WOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                    |
|     |                             | UNMERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.<br>ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, NOT O OCCSOBONAL CHANGES WITHOUT NOTICE THROUGH REDESION<br>NND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>NULSES CERTIFIED, AND IN ON EVENT PRE-PIPE CLOSEF THAN FIVE FEET FROM<br>MACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>MOVED THROUGH NARROW OR LOW CORPORES OR OPENINGS.<br>ACTEENTION<br>I REGULATORY AUTHORITIES (INCLUDING GOAL IN THE USA) HOLD THE<br>REVUSER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.<br>DEVINGUET HE OWNER VISION MUST BE COMMUNICATION A SAFE WORKING ENVIRONMENT. |
|     |                             | UNMERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.<br>ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, NOT O OCCSOBONAL CHANGES WITHOUT NOTICE THROUGH REDESION<br>NND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>NULSES CERTIFIED, AND IN ON EVENT PRE-PIPE CLOSEF THAN FIVE FEET FROM<br>MACHINE. FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>MOVED THROUGH NARROW OR LOW CORPORES OR OPENINGS.<br>ACTEENTION<br>I REGULATORY AUTHORITIES (INCLUDING GOAL IN THE USA) HOLD THE<br>REVUSER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.<br>DEVINGUET HE OWNER VISION MUST BE COMMUNICATION A SAFE WORKING ENVIRONMENT. |
|     | MOS<br>OWNI<br>ACCC<br>FURI | UNMERS IN BRACKETS ] DENOTE DIMENSIONS IN MILLINETERS.<br>ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, AND TO OCCSOINAL CHANGES WITHOUT NOTICE THROUGH REDESION<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>MACHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>WOVED THROUGH NARROW OR LOW CORRIDORS OR OPENINGS.                                                                                                                                                                    |

ANAUGACIGARE OR VENUOR. THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT STRENGTH (AND RIGIDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT FREQUENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE INCLUDING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORCES GENERATED DURING ITS OPERATION. WHITE THE FACTORY FOR ADDITIONAL MACHINE DATA FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.





| NOTES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 9 WIDTH OF CBW DRAIN TROUGH INCREASES TO 36" FOR THE MODEL 76039 WORKWEAR.                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 8 * EDGE OF DRAIN TROUGH SHALL EXTEND TO 48"[1219] BEYOND "X" OF LAST<br>INTERFACING MACHINE AND 48"[1219] BEYOND "X" OF CBW.                                                                                                                                                                                                                                                                                                                                                                               |
| 7 DRAIN TROUGH SHALL SLOPE MINIMUM OF 1/4" PER LINEAR FOOT.<br>SEE INTERFACING DIMENSIONAL DRAWING FOR MORE DETAILS.                                                                                                                                                                                                                                                                                                                                                                                        |
| 6 AS OF THIS WRITING, THE MINIMUM CLEARANCE REQUIRED BY U.S. NATIONAL<br>ELECTRIC CODES, FROM ELECTRIC BOX TO ANY OBJECT IS:<br>36 [914] IF OBJECT IS AN UNRORUNDED (INSULATED) WALL.<br>42 [1067] IF OBJECT IS A GROUNDED WALL (ie. BARE CONCRETE, BRICK, ETC.)<br>48 [1219] IF OBJECT IS ANY LIVE PART.<br>CHECK LOCAL ELECTRIC CODES FOR FURTHER RESTRICTIONS.                                                                                                                                           |
| 5 CUSTOMER TO SUPPLY CIRCUIT BREAKER OR FUSED BRANCH CIRCUIT<br>DISCONNECT (SAFETY) SWITCHES WITH LAG TYPE FUSES FROM POWER SOURCE TO<br>MACHINE. A SEPARATE GROUND WIRE MUST BE CONNECTED FROM DISCONNECT TO<br>EQUIPMENT.                                                                                                                                                                                                                                                                                 |
| 4 BASELINE "Z" IS THE SAME FOR ALL MILNOR MACHINES AND IS SHOWN ON ALL<br>DIMENSIONAL DRAWINGS. THE DISTANCE EBEVEEN BASELINE "Z" AND THE FINISHED<br>FLOOR MAY VARY (WITH CHANGES IN FLOOR HEIGHT) AS REQUIRED TO INSURE THAT<br>BASELINE "Z" IS HORIZONTAL AND ALL COMPONENTS REQUIRING GROUT ARE SET OF<br>A MINIMUM 1" [25] THICK GROUT BED.                                                                                                                                                            |
| 3 USE REFERENCE LINES "X", "Y", AND "Z" TO LOCATE ALL SERVICE CONNECTIONS.                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 2 NUMBERS IN BRACKETS [] DENOTE DIMENSIONS IN MILLIMETERS.                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 1 ALL DIMENSIONS SHOWN ARE APPROXIMATE, SUBJECT TO NORMAL MANUFACTURING<br>TOLERANCES, AND TO OCCASIONAL CHANGES WITHOUT NOTICE THROUGH REDESIGN<br>AND/OR RELOCATION OF COMPONENTS, ETC. DO NOT USE FOR CONSTRUCTION<br>UNLESS CERTIFIED, AND IN NO EVENT PRE-PIPE CLOSER THAN FIVE FEET FROM<br>MACHINE, FACTORY MUST BE CONSULTED FOR DIMENSIONS IF MACHINE IS TO BE<br>MOVED THROUGH NARROW OR LOW CORRIDORS OF OPENINGS.                                                                               |
| ATTENTION<br>MOST REGULATORY AUTHORITIES (INCLUDING OSHA IN THE USA) HOLD THE<br>OWNER/USER ULTIMATELY RESPONSIBLE TO MAINTAIN A SAFE WORKING ENVIRONMENT.<br>ACCORDINGLY, THE OWNER/USER MUST RECCONDEZ ALL FORESEEABLE SAFETY HAZAROS,<br>FURNISH SAFETY INSTRUCTIONS AND GUIDANCE TO ALL PERSONNEL WHO MAY COME<br>IN CONTACT WITH THE INSTALLATION, AND PROVIDE ALL NECESSARY ADDITIONAL SAFETY<br>GUARDS, FENCES, RESTRAINTS, DEVICES, ETC., NOT FURNISHED BY THE EQUIPMENT<br>MANUFACTURER OR VENDOR. |
| THE FLOOR AND/OR OTHER SUPPORT COMPONENTS MUST HAVE SUFFICIENT<br>STRENOTH (AND RIGDITY WITH DUE CONSIDERATION FOR NATURAL OR RESONANT<br>FREQUENCY THEREOF) TO WITHSTAND THE FULLY LOADED WEIGHT OF THE MACHINE<br>INCLUDING THE GOODS, THE WATER, AND ANY REPEATED SINUSOIDAL (ROTATING) FORCE<br>GENERATED DURING ITS OPERATION, WRITE THE FACTORY FOR ADDITIONAL MACHINE<br>DATA FOR USE BY A COMPETENT SOIL AND/OR STRUCTURAL ENGINEER.                                                                |
| COBUK DRAIN TROUGH DETAILS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| DM 0 0.5M 1M BDBUCDRNAE<br>NORES 0 12 24 36 98331D                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| PELLERIN MILNOR CORPORATION<br>P.O. Box 400 Kenner, LA 70063, USA, Phone 504/467-9591,<br>FAX 504/469-1849, Telek IIT 460124/PELM UI, Cobie PELMILNOR                                                                                                                                                                                                                                                                                                                                                       |