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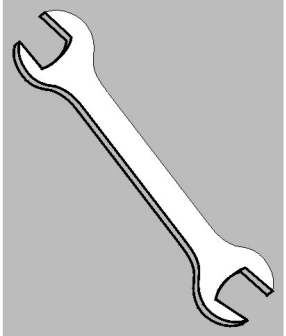
Kit Instruction—

K10 0003



Read the Safety Manual

PELLERIN MILNOR CORPORATION POST OFFICE BOX 400, KENNER, LOUISIANA 70063-0400, U.S.A.

Please Read

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This manual may contain references to "yellow pages." Although the pages containing troubleshooting procedures are no longer printed on yellow paper, troubleshooting instructions, if any, will be contained in the easily located "Troubleshooting" chapter or section. See the table of contents.

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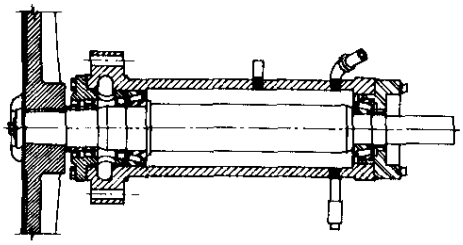
Maintenance Bulletin



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MAINTENANCE BULLETIN B22MB75004
February 14, 1975

RE: MODIFIED GEAR REDUCER AIR INLET SYSTEM FOR WASHER EXTRACTORS

Gentlemen:

We feel this bulletin is a prime example of how it is always possible to make a good thing even better!

We are justly proud that the basic drive configuration for MILNOR Washer Extractors has remained unchanged since the very first MILNOR Washer Extractors were manufactured in the late 1950's. Our expanding air clutch, gear reducer, multi-motor drive philosophy was employed on the very first heavy duty Washer Extractor we ever made, is still employed on the most current machines we manufacture, and has been imitated (but not equalled) by all the major surviving manufacturers of Washer Extractors in the world!

Nonetheless, we have come to realize that, occasionally, our air inflated clutch would tend to remain inflated for a few seconds after the onset of extraction. Depending upon the gear reducer ratio, such a delayed deflation could tend to overspeed the gear reducer and other components in the drive train. This condition has been very infrequent indeed...but it has happened occasionally in the field.

In keeping with our continuing efforts to make our fine products even better, we have discovered a possible cause (although certainly not a proven cause) of this intermittent problem and so we have devised a solution - if indeed the problem does exist. The following explains the "problem" and our solution:

1. Figure 1 shows how air enters the inflated clutch on MILNOR heavy duty Washer-Extractors via the hollow gear reducer shaft through a threaded connection on the rear of the gear reducer main shaft.

2. Figure 2 shows how the side entering pipe nipple for the air can rub against the air seal collar if the pipe fitting were screwed in too far. This would tend to restrict the air passage and could thereby slow the clutch deflation and its consequent disengagement.

- continued -

3. Figure 3 shows how the shaft collar might loosen and restrict the flow of air to the clutch.

4. Figure 4 shows the air inlet cap we have designed to eliminate the above difficulties. It is entirely retrofittable with all gear reducers in the field.

We are sending a new air inlet cap, kit number K10/0003 to each known user of every 52" and larger Washer Extractor ever manufactured. The kit is being sent with our compliments, parcel post prepaid.

Here is another example of MILNOR'S never ending efforts to improve its product, performance and reliability.

Thank you for your continuing confidence in MILNOR!

Sincerely,

PELLERIN MILNOR CORPORATION

Bernard Berot

Bernard Berot
Service Manager

BB/cd

Enclosure: Page BMP750042 and BMP700392

P.S. The kit contains the following parts:

1.) 02-15108A - 75162B Air Inlet = Clutch Diecast+TAP
2.) 02-15111 - Rev-A Gasket Air Seal Housing Cover
3.) 51P012 - Sq. Pipe Plug $\frac{1}{4}$ 125# CI Gal Solid
4.) 51L029 - Nipple Pipe $\frac{1}{4}$X1+$\frac{1}{2}$ GALSTL

A. The longer nipple is needed so the quick release valve will not hit the pipe plug.
B. DO NOT SCREW THE PIPE PLUG IN SO FAR AS TO LET IT RUB AGAINST THE AIR SEAL COLLAR AS IS SHOWN IN FIGURE 2!
C. We believe the extra nipple and pipe plug in the kit should permit the new air inlet cap to be installed on every existing machine...but since some of the machines were built as long as 15 years ago, we can't really be sure. So, please accept our apology if you find it necessary to use a bit of field ingenuity in making this conversion work. (We are, however, absolutely certain the new air inlet cap will retrofit on every existing reducer.)