PART NUMBER (2ND, 3RD, AND 4TH X)	BELT WIDTH [IN]	
C1CMXR <u>S18</u> XXX	18	
C1CMXR <u>S24</u> XXX	24	
C1CMXR <u>S30</u> XXX	30	
C1CMXR <u>S36</u> XXX	36	
C1CMXR <u>S42</u> XXX	42	
C1CMXR <u>S48</u> XXX	48	
C1CMXR <u>S54</u> XXX	54	

PART NUMBER (2ND, 3RD, AND 4TH X)	BELT WIDTH [MM]
C1CMXR <u>045</u> XXX	450
C1CMXR <u>050</u> XXX	500
C1CMXR <u>060</u> XXX	600
C1CMXR <u>075</u> XXX	750
C1CMXR <u>080</u> XXX	800
C1CMXR <u>090</u> XXX	900
C1CMXR <u>100</u> XXX	1000
C1CMXR <u>105</u> XXX	1050
C1CMXR <u>120</u> XXX	1200
C1CMXR <u>135</u> XXX	1350
C1CMXR <u>140</u> XXX	1400
C1CMXR <u>150</u> XXX	1500
C1CMXR <u>160</u> XXX	1600
C1CMXR <u>165</u> XXX	1650
C1CMXR <u>180</u> XXX	1800

(PART I	NUMBER FIRST X) TENSIONER/IN
PART NUMBER	TENSIONER/TENSIONER S
C1CM <u>B</u> RXXXXXX	NO TENSIONER/BLADE
C1CM <u>T</u> RXXXXXX	SINGLE 4.2KN TENSIONER
C1CM <u>S</u> RXXXXXX	SINGLE 4.2KN TENSIONER

ALL DIMENSIONS ARE GIVEN IN MILLIMETERS [INCHES]. ALL DIMENSIONS ARE FOR REFERENCE ONLY.

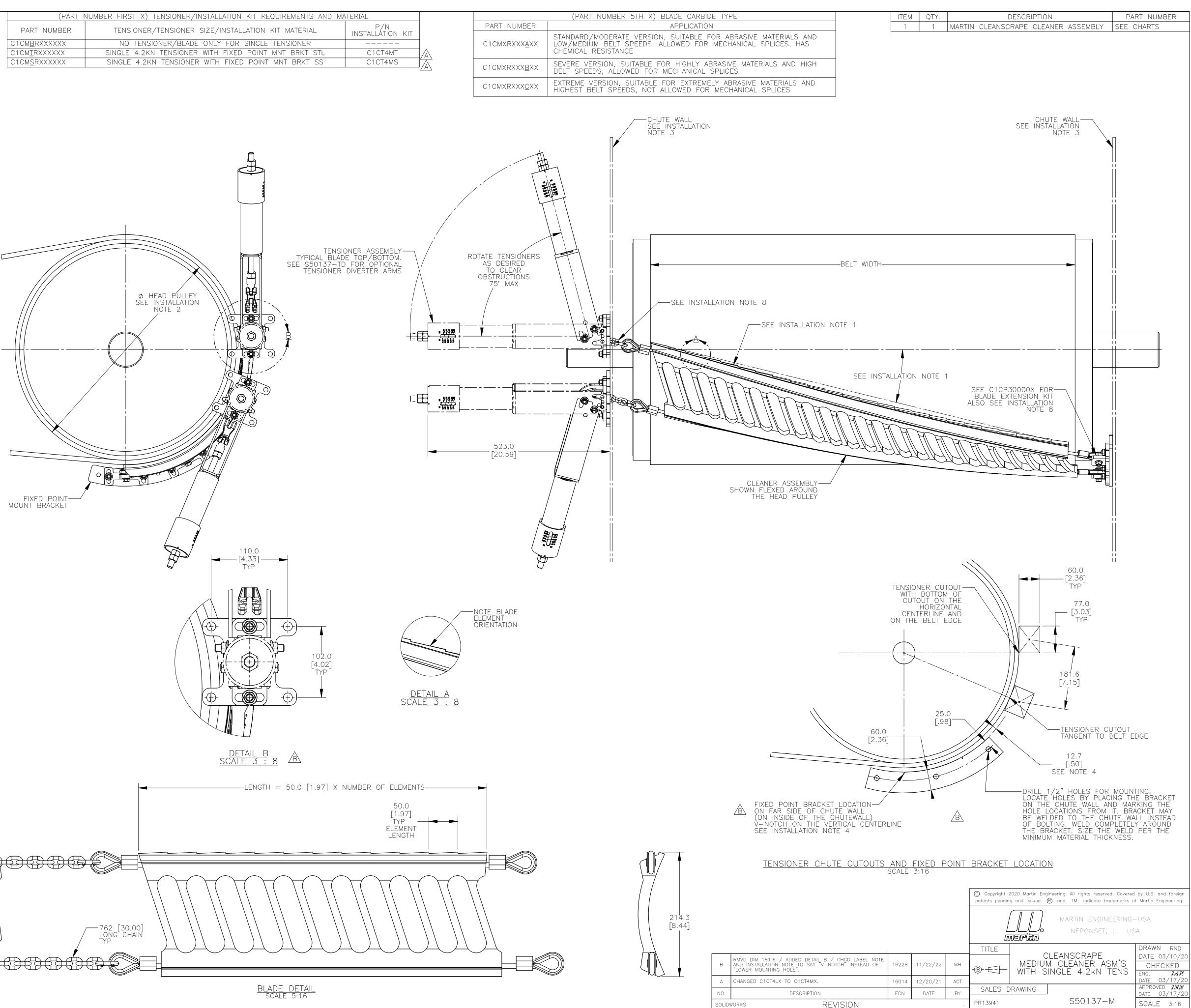
3) IN THE C1C PART NUMBER:

THE M INDICATES A MEDIUM CLEANSCRAPE BLADE/SYSTEM ASSEMBLY. THE FIRST X INDICATES THE ASSEMBLY TYPE:

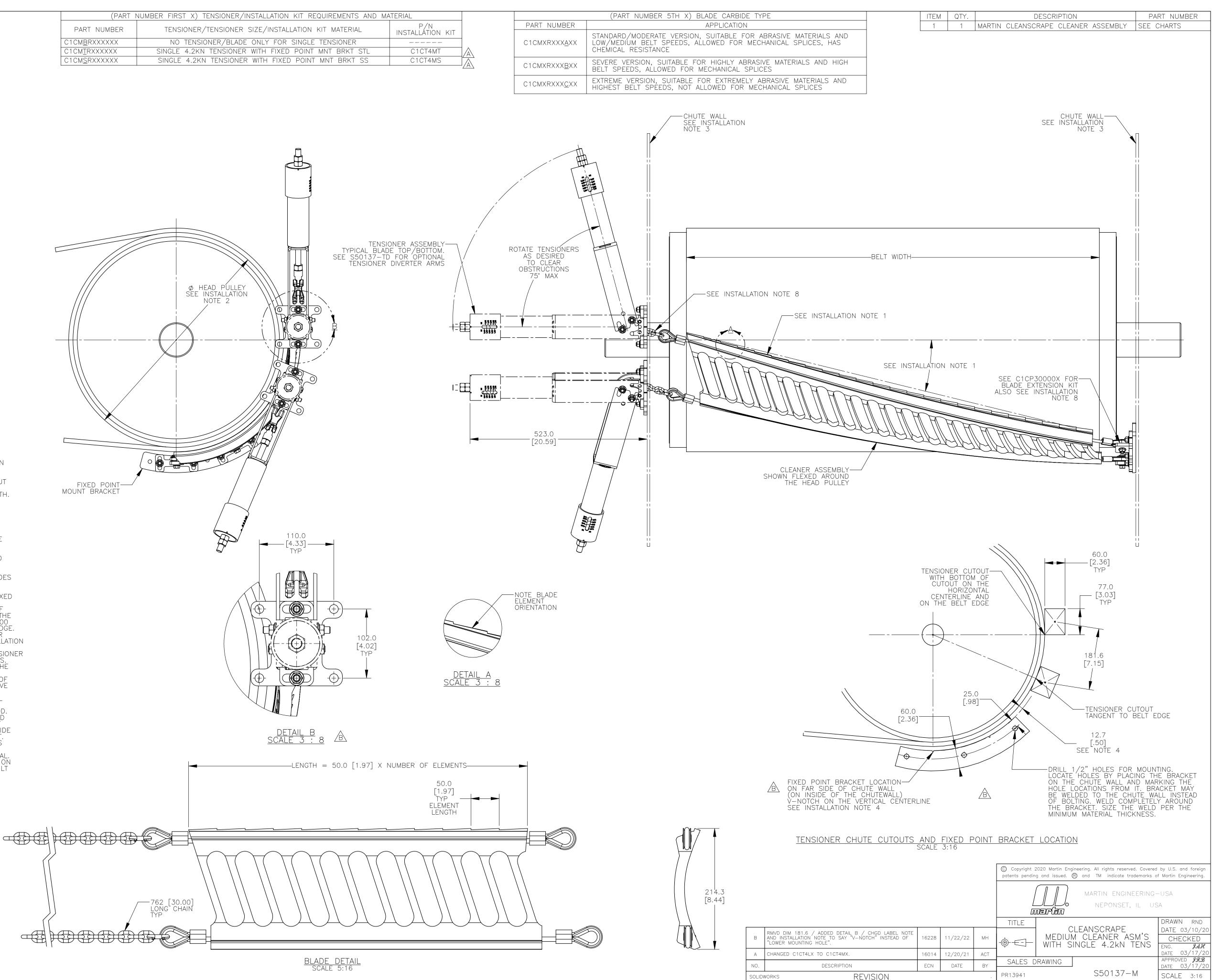
- B = BLADE ASSEMBLY, NO TENSIONER= BLADE ASSEMBLY, TENSIONER STANDARD PAINTED STEEL
- S = BLADE ASSEMBLY, TENSIONER STAINLESS STEEL
- THE R INDICATES RUBBER BLADE BODY MATERIAL. THE NEXT XXX INDICATES THE BELT WIDTH:
- SXX = INCH BELT WIDTH XXX = MM BELT WIDTH / 10
- THE NEXT X INDICATES BLADE CARBIDE TYPE:
- A = A CARBIDE GRADE
- B = B CARBIDE GRADE C = C CARBIDE GRADE
- THE LAST XX INDICATES NUMBER OF ELEMENTS IN THE BLADE.

INSTALLATION NOTES:

- 1) BLADE CARBIDE SCRAPERS ARE MOLDED INTO THE RUBBER BODY AT AN BLADE CARBIDE SCRAPERS ARE MOLDED INTO THE RUBBER BODY AT AN ANGLE CREATING A SERRATED CLEANING EDGE. CLEANER MUST BE MOUNTED AT AN ANGLE AS SHOWN. THE IDEAL INSTALLATION ANGLE IS BETWEEN 17° AND 19°. ANGLES FROM 15° TO 21° ARE ACCEPTABLE BUT TENSIONER TENSION NEEDS TO BE ADJUSTED AS THE ANGLE CHANGES FROM THE IDEAL ANGLE. CLEANER MUST NOT LIE IN THE MATERIAL PATH.
 BELT WIDTH MUST NOT EXCEED A RATIO OF 3:1 TO THE HEAD PULLEY DIAMETER. HEAD PULLEY RANGE IS 559 [22.00] MIN. TO 864 [34.00] MAX
- ΜΔΧ
- <u>B</u>
- 2) BELT WIDTH MUST NOT EXCELD A RATIO OF 3:1 TO THE HEAD PULLEY DIAMETER. HEAD PULLEY RANGE IS 559 [22.00] MIN. TO 864 [34.00] MAX.
 3) CHUTE WALLS MUST BE STRONG ENOUGH TO NOT FLEX WHEN THE CLEANER IS TENSIONED. ADDITIONAL CHUTE WALL STRUCTURE MAY BE REQUIRED TO PREVENT CHUTE WALL FROM FLEXING.
 4) LOCATE AND INSTALL THE FIXED POINT MOUNT BRACKET ON THE INSIDE OF THE FAR SIDE CHUTE WALL MEASURE THE HEAD PULLEY RADIUS PLUS THE LAGGING, BELT THICKNESS, AND ADD THE 12.7 [.50]. THIS IS THE RADIUS ARC THAT THE FIXED POINT BRACKET WILL BE LOCATED ON. LOCATE THE FIXED POINT BRACKET V-NOTCH ON THE VERTICAL CENTERLINE OF THE HEAD PULLEY (AT THE 6:00 O'CLOCK POSITION). THIS POINT MAY BE ADJUSTED (ROTATED) TO ENSURE IT DOES NOT GO PAST THE BELT EXIT POINT ON THE HEAD PULLEY. MARK THE HOLE LOCATIONS FROM THE FIXED POINT BRACKET AND DRILL THE MOUNTING HOLES (IF NOT WELDING IN PLACE). BOLT OR WELD THE FIXED POINT BRACKET COTOUT WITH THE BOTTOM OF THE CHOTE WALL MARK THE LOCATION OF THE TENSIONER CUTOUTO. ANTHE OPERATORS SIDE OF THE CHUTE WALL.
 5) ON THE OPERATORS SIDE OF THE CHUTE WALL MARK THE LOCATION OF THE TENSIONER CUTOUT ON THE HORIZONTAL CENTERLINE (AT THE 3:00 O'CLOCK POSITION.) AND THE INSIDE OF THE CUTOUT ON THE BELT EDCE. ADJUST THE TENSIONER CUTOUT DIS AS REQUIRED TO KEEP THE CLEANER BELOW THE PRODUCT DISCHARGE POINT AND AT THE SPECIFIED INSTALLATION ANGLE. THE TOO OF THE CLEANER SHOULD NOT BE ABOVE THE 2::00 O'CLOCK POSITION. SEE THE CUTOUT DATALL. BOLT OR WELD THE TENSIONER MOUNT BRACKET. LEAVE THE ADJUSTMENT BOLTS LOOSE AT THIS TIME.
 6) ASSEMBLE THE CHAIN AND THE CHAINE MAKS TO THE TENSIONER HOUNT BRACKET LEAVE THE ADJUSTMENT BOLTS LOOSE AT THIS TIME. HOUD THE CLEANER TO THE TENSIONER THE ADJUSTMENT BOLTS LOOSE AT THIS TIME. HOUD THE CLEANER TO THE TENSIONER ADJUSTMENT NUT ANRE SUT THE TENSIONER ADJUSTMENT NUT ANRE THE PRODUCT THE TENSIONER ADJUST THE TENSIONER THE ADJUSTMENT NUTS ARE AT THE END OF THE TENSIONER THEADED TO THE HEAD PULLEY ADJUSTMENT NUTS ARE AT THE S







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